

Board Chair:

Planning Director:
Matthew Hoagland



Commissioners' Meeting Room
124 W Elm Street
Graham, NC 27253
January 8, 2026 at 7:00 PM

ALAMANCE COUNTY PLANNING BOARD AGENDA

Livestream: <https://tinyurl.com/22kb3exe>

- I. CALL TO ORDER**
- II. OATHS OF OFFICE**
 1. Lee Kimrey
- III. ROLL CALL**
- IV. ELECTION OF CHAIR AND VICE CHAIR**
- V. APPROVAL OF PLANNING BOARD MINUTES**
 - November 13, 2025 Regular Meeting
- VI. PUBLIC COMMENTS***
- VII. BOARD/COMMISSIONER RESPONSES**
- VIII. OLD BUSINESS**
 1. Phillippie LCID Landfill Intent-to-Construct Permit (continued from Nov. 2025)
 2. Second Consideration of UDO Article 6.12 Amendments
 3. Second Consideration of UDO Article 6.13 Amendments
- IX. NEW BUSINESS**
 1. Consideration of Draft UDO Article 6.14 Amendments
 2. Consideration of Draft UDO Article 7 Amendments
 3. Planning Board 2026 Meeting Calendar
- X. ANNOUNCEMENTS/DISCUSSION**
 1. 2026 Board Photo
- XI. ADJOURNMENT**

**Meeting Notes:*

- 1. Those wishing to make public comments should sign-in prior to the meeting.*
- 2. In order to be fair and ensure that all citizens wishing to speak may be heard, the Chair may place time limits on public comments.*
- 3. Any further discussion by the public on a given agenda item is subject to the discretion of the Chair of the Planning Board*

Board Chair:

Rodney Cheek

Planning Director:

Matthew Hoagland



Commissioners' Meeting Room

124 W Elm Street

Graham, NC 27253

November 13, 2025 at 7:00 PM

ALAMANCE COUNTY PLANNING BOARD AGENDA

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I. CALL TO ORDER

Chairman Rodney Cheek called the meeting to order at 7:00 PM.

II. ROLL CALL

Members Present:

- Rodney Cheek
- Lee Isley
- Tom King
- Ernest Bare
- Henry Vines Jr.
- Henry Chandler

Members Absent:

- Amie Perkins
- Stephen Dobson

III. APPROVAL OF PLANNING BOARD MINUTES

September 11, 2025, Regular Meeting

IV. PUBLIC COMMENTS*

Chairman Cheek then asked the audience if anyone present did in fact wish to speak during the public comments section or if they intended to speak during the public hearing section regarding the landfill. No one in the room indicated they would like to speak during the general public comments.

Mr. Isley made a motion to amend the agenda to move the Phillippie LCID Landfill public hearing to the next item on the agenda. Mr. King then interjected with a point of order and clarification. Mr. King said he didn't think they could legally hold the public hearing because the ordinance requires that mailed notice of the hearing be deposited in the mail between 10 and 25 days prior to the hearing and that the local government post notice at the property. Mr. King said that it appears mailed notice went out 43 days prior to the hearing, and that posted notice was put out 28 days prior to the hearing. He believes these facts might put the board in jeopardy if they went forward with the hearing tonight.

Mr. Hoagland added that if you look at the public hearing requirements of the ordinance that

it gives conflicting guidance. It both says notice must go out 10 to 25 days prior to a hearing and that it must go out at least 21 days prior to the hearing. Further, Mr. Hoagland mentioned that NCGS 160D-406 spells out the procedures for a quasi-judicial hearing but that the item before them tonight is a public hearing, which is a different type of hearing .

Assistant County Attorney Michelle Horn asked some clarifying questions about the public notice requirement. The board also debated the possibility of postponing the hearing.

Mr. Chandler made a motion to continue with the hearing tonight and Mr. Isley seconded the motion. Mr. Cheek asked for the vote, and the motion was approved 3-2 with Mr. Chandler, Mr. Isley, and Mr. Bare voting yes; Mr. Vines and Mr. King voting no.

Mr. Isley restated his original motion to amend the agenda and place the public hearing next. Mr. Chandler seconded the motion. The motion passed unanimously. Mr. Isley then made a motion to enter the public hearing and Mr. Chandler seconded the motion. It was approved unanimously.

V. NEW BUSINESS

1. Phillippie Landfill Public Hearing

Mr. Cheek addressed those in attendance and assured them that the board is interested in hearing what they have to say. However, he advised them to avoid repetitive comments or to go beyond the standard three-minute time limit. He also asked them to be civil in their discourse.

An audience member asked if there would be any additional presentation of information before the public commented. Mr. Hoagland said that he had a staff report he was prepared to read to summarize the issue and that they could bring the site plans and related documents up on the screens in the room as well.

Mr. Hoagland then gave the following report:

Applicant Kenneth Phillippie has submitted an Intent-to-Construction Permit application, site plan, and related documents with the intent of constructing an Inert Debris Landfill on the property located at 4115 Clapp Mill Road, Burlington; otherwise found at Parcel ID 105192, a property totaling approximately 97 acres in size.

Inert Debris Landfills are regulated as a Class 1 use under the Alamance County Heavy Industrial Development Ordinance in Article 6, Part 5 of the Unified Development Ordinance. As such, they are subject to a 10-acre lot size minimum, an operations setback of 150 feet, and stream setback of 100 feet, among other regulations. There is no required Land Use Spacing for Class 1 developments.

Along with the Intent-to-Construct Permit, Mr. Phillippie has submitted a site plan and related documents demonstrating Phase 1 and 2 areas of operations, a 150-foot operations setback, an NCDOT email confirming driveway package approval, a 100-foot stream buffer, an existing vegetation landscape buffer, a 6-foot tall perimeter fence with a locking gate, a lighting plan, an approved NCDEQ Erosion Control Permit, and a letter regarding subsurface groundwater investigation.

As the Planning Board, your role tonight is to conduct a public hearing and determine if the application complies with the requirements of the Heavy Industrial Development Ordinance. If you determine that it does, you will make a recommendation for approval to the County Commissioners for their final review and/or approval. If you determine that it does not, you shall issue a written determination of the reasons why and deny the application.

With that, I am happy to answer any question you may have before you begin the public hearing.”

Mr. Isley asked what would happen in the event of a denial of this permit. Mr. Hoagland responded that the guidance the ordinance gives is that it must be in writing. He assumes the applicant would have the chance to then amend the application and reapply. Mr. Bare asked if, essentially, their job is to make sure that the application meets all the requirements of the ordinance. Mr. Hoagland responded that it is correct.

Mr. Cheek then asked if the public was ready to speak. An audience member asked if the applicant meets all the requirements, will they still get their permit even if no one in the room wants it. Mr. Cheek responded, “yes.” He elaborated that the Planning Board has been trying for years now to get traction in the county to implement zoning but that every time it goes before the commissioners, they only hear from folks who do not want zoning. Most of those in favor of zoning do not go to those meetings to voice their support. In summary, Mr. Cheek said that in his opinion the only thing worse than zoning is no zoning.

There was then a question from the audience about what is currently taking place on the property versus the proposed LCID landfill. Mr. Jesse Wilson of Wilson Engineering Group then introduced himself and gave some details about the project. He said that at first this will be a borrow pit; an area where dirt is simply removed and taken off site for other purposes. Then, land clearing materials and inert debris will be brought in to fill those open pits. Those activities have already been going on with a neighboring property in the area of this property. This new proposal will essentially split the traffic between two sites instead of just the current one.

Another audience question asked about any approvals for the current removal of dirt. Mr. Wilson stated that they had acquired an Erosion and Sediment Control Permit from N.C.D.E.Q. for that activity to ensure that no runoff leaves the property.

There were then several comments about traffic, dust, debris, procedural issues, other nearby landfills, and current activities on the property from unidentified members of the audience.

Mr. Cheek then informed the room that he would like to get the meeting back on track and allow people to speak one at a time. One audience member then asked about what difference the public comments would make if the applicant can just get their permit anyway. Mr. Hoagland explained that the public comment process is more common to towns and counties that have official zoning. We do not have zoning, but we still have the procedural step of allowing public hearings for applications like this.

Mr. Cheek then began to call the names of those who signed up to speak.*

**More than thirty residents signed up for the public hearing. The following summarizes the concerns presented. These minutes are intended to provide an accurate summary of the discussion and actions taken during the meeting. Names of speakers and referenced individuals are based on available records and audio and may be misspelled or*

misidentified. If any errors are noted, corrections may be made in the official record upon review.

Mr. Robertson said he didn't have much to add other than to ask when public comments might make a difference.

Mr. Snyder opened the hearing by asking for clarity on the purpose of the meeting, whether public comments influenced the decision, and what the expected outcome would be. He noted many residents were unclear about the process.

Mr. Hoagland responded to his questions by explaining the process of a public hearing in North Carolina and Alamance County. Most other jurisdictions have zoning where public comments carry more weight because the commissioners ultimately make a zoning text or map change. That's not the case in Alamance County, but they still do have the public comments portion similar to other counties.

Pam and Bob Gaude said they simply came and signed up to learn more information.

Jesse Wilson said he has spoken already.

Caleb Hall said he is also an engineer with Wilson Engineering but added nothing further.

Kelly Cline said she's lived in the area for 20 years, and the road is in terrible shape. She's like to see NCDOT involved to approve better access and that this is a residential area where this should not be allowed.

Mark Hall lives on Highway 62 South near the property and said that the land in that area doesn't perk very well. He also sees that the water table rises and lowers very much in this area and the inert material will let off toxins and be pulled down into the water table.

Danielle Boulette lives on Clapp Mill Road and her parents live there. They are worried about the environmental impacts and property values.

Raymond Moore, III lives on Jacks Creek Trail and is adjacent to the proposed landfill. His main concern is the water and water table. He also said the road is not a very truck friendly road and he is opposed to the landfill.

Whitney Love lives on Jacks Creek Trail and said it has been burning so bad that it looks like its snowing outside of her house. She fears that ash may land on her house and cause a fire. She also has small kids and is concerned for them.

Robin Hart lives on Cobb Road and says the people who have purchased the landfill own some 250 acres and may have plans for other things like this on the other properties. She said Stinking Quarter Creek runs through the land and she is worried about that flooding. She wants the Planning Board to start thinking about what they can do for the future of the county and put some processes in place.

Mr. Cheek responded and said that this board is currently revising the county's Unified Development Ordinance to iron out some confusion that exists within the document. They have been working on that since early 2024.

Leslie Clair lives on Regulator Drive. He opposes the proposal and permit. He's lived there for over 25 years. He supports growth and good business and recognizes that requires some sacrifices but that this is too far. This would be the third landfill in the area. His other concern is

for southern Alamance County. There seem to be a great number of landfills in the general area. He asks if these are getting full and do we really need another one? He is concerned about so many landfills, the water quality, the road, and air quality.

Cindy Becker was called on but said she is just listening.

Brent Lineberry said he lives on Jacks Creek Trail and that the applicant owns property on both sides of his property. He fears that one day he will be surrounded by landfill. He wants Alamance County to conduct an impact study and then should have notified the residents. He said there's a lot of conflicting info about what's going on tonight. He is concerned about noise pollution, air pollution, smoke, ash, and water pollution. He said he will fight this.

Lee Kimrey was called but said he signed up to speak on a later item.

John McCarthy said he and his wife had just moved here from California about six months ago. In other places he's lived, landfills are always on the main road. They don't go through neighborhoods and on small roads. He fears that the Revolutionary Battlefield just down the road will be impacted by the landfill and that the road going in is not suitable for large trucks. He thinks a better use for the area would be developments to support the Revolutionary War Battlefield.

Matt Kirkpatrick lives on Clapp Mill Road and says he is in real estate development. He says this use does not conform to the surrounding area. He is curious about the current operations on the property. He said that according to the ordinance, this development does not promote the health, safety, and general welfare of the residents of the county.

Mr. Bare spoke about how he has been on the board and pushing for zoning for several years now. Citizens asked where zoning proposals go for the ultimate approval and Mr. Hoagland responded that it always goes to the commissioners, town council, or whoever the elected officials are in that jurisdiction. Commissioner Pamela Thompson spoke from the audience and said she has been in favor of zoning the entire time she's been a commissioner. Commissioner Steve Carter spoke as well and recounted the Snow Camp Small Area Plan that came before them in the 2019 timeframe. He said when that plan was presented that the public outcry against it was overwhelming. He said the vast majority of comments he receives are against zoning. There was then some additional miscellaneous discussion about hypothetical zoning implementation, approvals, and denials. Commissioner Thompson encouraged those present to come to county commission meetings and voice their support for zoning.

Jim Powell said his family moved to the area some 250 years ago. He expressed concern about the cumulative impact of multiple landfill facilities. He stated that the region is becoming a "dumping ground" without coordinated planning. He is also concerned with the potential dumping of waste into the creek, and the air quality.

Linda Kirkpatrick expressed that the real problem is that the community is concerned about their health, water, and property. She asked why there are two landfills in a two-mile radius of her house.

Joe Synder expressed that noise pollution could be a huge concern as well as property values. He expressed that the truck "beep" noise when it is in reverse is annoying and that he moved to Alamance County for the quietness; and that the noise from the trucks backing up is going to be a lot of noise and that he would personally become suicidal because it is one of the most annoying sounds he has heard.

David Wrenn spoke in support of Mr. Phillipie, describing his contributions to community projects and emphasizing the need for properly managed disposal capacity in the county. He explained that Mr. Phillipie has planted probably 500 trees and grew up in this neighborhood. He mentioned to the residents along Jack's Creek Road that when their property was cleared to be developed, that clearing went to Mr. Phillipie's property. He said the owner is not there to destroy anything; this is simply filling holes with trees and other vegetation.

James Hubbard clarified that the air curtain burner used for debris disposal is regulated by NCDEQ and cannot operate outside State standards.

Jessie Nickton expressed that he lives on the same driveway as the landfill and just wanted to listen to others speak on the matter.

Carol Davis said that she spoke to the Board in 2022 regarding another LCID landfill. She mentioned that the Coble Township has 75% of the LCID landfills in the county. Ms. Davis reiterated concerns about air quality, noise, and property values. She stated that residents are tired of feeling overlooked in decisions involving their safety and well-being. Her major concern is fairness. If the landfill is approved, she mentions that she would be the only property owner in Alamance County to have two separate landfills adjoining her property (Alamance LCID to the South and Phillipie LCID to the North) and that it is not fair. She mentions a compromise of Mr. Phillipie getting the right-of-way from Highway 62, and that seems like a better way. She offers other suggestions for Mr. Phillipie's business interests that benefit him and the community.

Gary Carlile lives on Highway 62 signed up for public comments but did not want to speak.

Sherry Ford lives on Hwy 62 and expressed her part of the county has their share of landfills. She believes Alamance County is a sucker for taking in developers without guidelines and zoning. A major concern of hers is the air quality, and what people are breathing. She has concerns with car safety and expressed that a child was hit by a car and an elderly woman was rear ended trying to turn in her driveway. She mentioned that there were three car accidents where someone was killed and others injured. She mentions there's no law enforcement and people speed through the village where this landfill is.

Larry (last name unclear) lives on Jack Creek Trail, a newer resident who expressed skepticism about the county's regulatory structure and stated that approving another landfill would discourage families and investors from settling in the area. He asked if the Board could recommend Mr. Phillipie find an alternative entrance into the landfill instead of Clapps Mill.

Alan Figus lives on Jack Creek Trail pointed out he's lived on the road for about 5 years and that the ash from that property on his car looked like bird feathers. He mentioned his property is not close to the landfill, but the effects of the landfill reach his residence. He mentioned he has residents that have Asthma and COPD, so it is a major concern.

Gary Carlisle was called upon but did not wish to speak.

Chairman Cheek asked if everyone had the opportunity to speak who wanted to. Hearing no more comments, a motion to close the public hearing made by Mr. Isley, seconded by Mr. Bare. It was approved unanimously.

Mr. Vines said he had some it seems to him that the landfill is already in operation and he doesn't understand how that's going on before the permit is issued by the county. He didn't think the notification went out properly either.

Mr. Isley asked if Mr. Hoagland could clarify the issue of what's happening now with the property. Mr. Hoagland said he could and explained that the Planning Department actually received a complaint about the property several months ago. Staff inspected the property and found that concrete crushing and incineration of vegetative material was taking place and that was certified by their engineer. He told the board, however, that type of activity is not governed by the heavy industrial ordinance.

Mr. Jesse Wilson added that the property owner is currently storing concrete and crushing it to gravel his access road. He is operating an air curtain incinerator. He is moving dirt on the property but only for the purposes of building out erosion control measures and accessing those erosion sites. He elaborated on the other erosion control measures they were engaged in in order to comply with state compliance.

A few board members took issue with the activities happening on the property being done before the Intent-to-Construct Permit was issued. Mr. Hoagland read from Section 6.5.4.B which states that no construction activities should take place before that permit is issued. He further said there may be a bit of a catch 22 in our ordinance whereby we don't allow any construction activities but we also require that developers comply with state permits. And those state permits may require certain activities to be conducted in order to receive approval.

Mr. King said it is one thing to submit plans saying what you're going to do, as opposed to actually doing that work. He said they seem to be acting on their sediment and erosion permit without approval from the county. Mr. King elaborated that he works with this a lot in his line of work as well. The normal course is for developers to get approval of their plans first, then they can begin construction only after those plans are approved.

Engineer Jesse Wilson spoke again and elaborated on some of the activities that have taken place in pursuit of both local and state compliance. He reiterated that the property is not operational as a landfill right and would not be until they receive all the proper permits.

Mr. King added that there is a definition for construction activities in the UDO and read it aloud for the room. He said that a developer has to show compliance with the ordinance.

Mr. Hoagland brought the definition of "construction activities" up on the screen in the room and said that it appears to be particularly harsh in not allowing a developer to engage in such activities without county approval.

Assistant Attorney Horn said she would like to add some clarification from earlier. From her interpretation, the 21-day minimum notice requirement is the more strict standard from our ordinance. From her interpretation, since those notice requirements conflict, following the more strict standard should apply.

Mr. Chandler spoke and said he made two trips out the this area. He evaluated some 70 homes in that area that connect to this road. He understands the specifics of the ordinance but he is also concerned about public safety. He sees this is a rural and residential area and he does not plan to support this permit. He believes if it is approved then the residents' concerns will get worse. He told the chairman that he does not plan to support this.

Mr. Isley asked again about the Planning Board's role tonight and Mr. Hoagland stated again that they are to evaluate the proposal and determine if they have complied with the ordinance in order to receive the Intent-to-Construct Permit. If they do, the Planning Board will make that recommendation to the commissioners. If not, they must issue that denial in writing.

Mr. Vines made a motion to deny the permit for the reason that they have not complied with the requirements of the ordinance.

Mr. King suggested that the board go through the ordinance point by point and find whether or not they have complied. He noted that the Class 1 land use and stream buffering look to be complied with. There are no buildings involved. He mentioned that there's no land use spacing requirement for this class of use and no waiver would be needed. He then asked about the 150-foot operations setback and the temporary sediment basin. Mr. Hoagland showed the 150-foot operations setback outlined on their site plan on the large screens in the room.

Mr. King then asked about the traffic impact analysis. Mr. Hoagland said he received an email from the assistant engineer from the district NCDOT office stating that the traffic impact analysis would not be needed and that they have approved the plans in the driveway application.

Mr. Vines said he's traveled this road often and thinks this would be dangerous for the residents if this was approved. He said he thinks there are enough gray areas in there that they can deny this permit. He also said he didn't think they needed another landfill in that area of the county and he thinks it is a bad location for this.

Mr. King zeroed in on the fact that the ordinance requires the applicant to demonstrate whether or not the development will create an amount of traffic to push the road over its practical carrying capacity. He said that rather than deny the application he would be willing to give the applicant the ability to address this portion of the ordinance and amend their application.

After some discussion about how to proceed, Mr. King made a motion to table this until the next meeting and give the applicant specific instruction in writing on what the board would like to see improved about their application. Mr. Bare clarified that there is already a motion on the floor to deny the permit. Mr. Isley clarified Mr. King's motion and asked if they would have Mr. Hoagland send that written notice of deficiencies to the applicant. Mr. King agreed.

Mr. Chandler then seconded Mr. Vines' motion to deny the permit.

Mr. King asked if they could finish going through their application and the ordinance point by point. He said he had additional concerns about the traffic impact analysis requirement. Mr. Hoagland again referred to the NCDOT email. Mr. King said it appears the ordinance puts that burden of analysis on the applicant, not on NCDOT, and asked the applicant if they can provide certification that the activity will not push the road over its carrying capacity. Engineer Jesse Wilson admitted they had not conducted such an analysis. However, he said he did not believe the issue would be the carrying capacity as NCDOT defines it, it would be the width and curves of the road and ability to handle that size traffic. He doesn't think those problems related to carrying capacity as they determine the load on the road.

Mr. King reiterated that the ordinance places that burden on the ordinance. Mr. Hoagland said the question before the board is have they demonstrated that compliance? Is it satisfied by the letter from NCDOT or do they need to conduct their own analysis? There was then some miscellaneous discussion between board members, others present, and unidentified residents in attendance.

Mr. Hoagland asked a clarifying question about the motion and second on the floor and if the board is now listing specific deficiencies with the application. A few board members responded, yes.

King continued analyzing the ordinance and application. He asked about their lighting plan. Mr. Hoagland showed on the site plan where they plan to place their lighting fixtures along the interior road and the note on the site plan detailing them.

Mr. King asked about the temporary sediment basin within the proposed 150-foot operations setback. He said there are no plans showing what kind of vegetative screening will be put back in place once the temporary sediment basin is taken out of operation.

Mr. King then referenced subsection G of the Ordinance under Operations Area and said they didn't receive anything about identifying any wetlands or woody swamps on the property.

Mr. King then noted that it appears they have complied with stream buffers, flood zone, other landscaping and screening, gating and fencing. He asked about their NCDEQ Erosion and Sediment Control Permit. Mr. Hoagland responded that they had actually sent that over today and he displayed that plan approval on the large screens in the room.

Mr. King summarized his remarks and Mr. Chandler asked Mr. Hoagland if he had everything written down.

Mr. Hoagland said he had written down three primary items:

1. An incomplete traffic impact analysis based on the requirements of the ordinance.
2. A determination of wetlands or woody swamps as defined by the Army Corps of Engineers.
3. A plan to re-plant in the operations setback buffer once the temporary sediment basin is no longer in operation.

After some minor discussion amongst the board, Mr. Hoagland added a fourth item:

4. A ceasing of construction activities until a decision is made on the Intent-to-Construct Permit.

Board members and Assistant Attorney Horn had a clarifying conversation about what might happen if the permit is approved, denied, or if they voted to continue until the next meeting. Mr. King added that if it were denied there would be no waiting period for them to simply apply again immediately. Mr. Hoagland added that if they did reapply, they would have to go through all the same procedural steps.

Mr. Vines asked if he could rescind his motion to deny. Mr. Chandler indicated to Mr. Vines that he would be fine with that. Mr. Vines rescinded his motion to deny.

Mr. Hoagland restated the four points from above and said he would make sure that gets to the applicant in writing, pending a motion from the board. Mr. Vines made a motion to have Mr. Hoagland transmit the board's request to the applicant and continue discussion of the issue until the January 2026 meeting. Mr. Isley seconded the motion. It was approved unanimously.

VI. OLD BUSINESS

1. Second Consideration of UDO Article 6.12 Amendments
2. Second Consideration of UDO Article 6.13 Amendments

VII. NEW BUSINESS

1. Consideration of Draft UDO Article 6.14 Amendments
2. Consideration of Draft UDO Article 7 Amendments

Mr. Isley made a motion to postpone and continue all UDO review items to the January meeting. The motion was seconded by Mr. Chandler and approved unanimously.

VIII. NEW BUSINESS

1. Planning Board Applicants Review and Recommendation

Mr. Hoagland read a statement explaining that the Planning Board is unique in that they review and make a recommendation on their potential members to the county commissioners. The commissioners may then appoint whoever they like at their discretion.

He introduced the applicants for an upcoming appointment term: Natalie Thacker, Jeffrey Michael Stevens, Brandon Martin, Max Morgan, Jeff Throneburg, Johnna Burkett, Baker “Lee” Kimrey, and Henry Vines.

- Mr. Lee Kimrey introduced himself and spoke about his experience in zoning and land use, expressing interest in serving at a future opportunity. Mr. Isley thanked him for his patience in waiting through the public hearing to speak.
- Mr. Morgan spoke about his development background, the fact that he comes to most Planning Board meetings, and his desire to contribute to county planning efforts.
- Mr. Vines said he has seen these issues now for about 35 years. He discussed the origins of zoning and the need for continued focus on protecting residents from incompatible development.

Mr. Chandler made a motion to recommend Mr. Henry Vines for reappointment to the Planning Board. It was seconded by Mr. Bare and the vote in favor was unanimous.

Mr. Isley again thanked the gentlemen who applied and encouraged them to reapply and stay engaged. He appreciates their willingness to serve. Chairman Cheek noted that their applications will stay on file for two years.

Mr. Chandler made a motion to adjourn.

IX. ANNOUNCEMENTS/DISCUSSION

Chairman Cheek said that before they adjourn, he wants to announce that the annual Christmas Party is scheduled for December 11, 2025, at MexAm Restaurant in Graham. They will also invite the Historic Properties Commission and Board of Adjustment members. Mr. Hoagland expressed to the Board that no official business will be discussed or undertaken at this event, per state law.

X. ADJOURNMENT

Mr. Bare seconded Mr. Chandler’s motion to adjourn, and it was approved unanimously. The meeting was adjourned at 10:30 p.m.

Alamance County Planning Department

Matthew Hoagland, Planning Director
201 W. Elm Street, Graham, NC 27253
Phone: (336) 570-4053 | Email: MHoagland@AlamanceCountyNC.gov

November 14, 2025

Kenneth Phillippie
3724 Clapp Mill Road
Burlington, NC 27215

Dear Mr. Phillippie:

The Alamance County Planning Board voted last night to continue consideration of your Intent-to-Construct Permit application until the Tuesday, January 8, 2026 Planning Board meeting. That meeting will begin at 7 p.m. in the Commissioners' Meeting Room at 124 West Elm Street, Graham, NC 27253.

In evaluating your application packet, the Planning Board noted several deficiencies which I have itemized below and reference the applicable section of our Heavy Industrial Development Ordinance. You will have the opportunity to address these deficiencies and present a modified Intent-to-Construct Permit application at the January 8th meeting. If you are unable to modify your application in time for that meeting, please request an additional continuance either in person at that meeting or in writing prior to that meeting.

Item 1: Traffic Impact Analysis (Section 6.5.3.F)

The Planning Board noted that there was an improper traffic impact analysis with your application. In particular, our ordinance states that "All industries regulated by this section shall be required to demonstrate if their heavy industrial use would create an amount of traffic (in terms of vehicle trips per day) that would push the roads by which the industry is gaining access over its practical carrying capacity as defined by the North Carolina Department of Transportation (N.C.D.O.T.)." The same section goes on to require that you use the Institute of Transportation Engineers' "Trip Generation Manual" to determine the average number of daily trips generated by the proposed industry. Further, it requires that the "regulated industry shall ad these projected daily vehicle trips to the most recent traffic counts performed by N.C.D.O.T. for the surrounding road network.

Please have an engineer conduct this analysis and determine if the proposed development will exceed the carrying capacity of the road which accesses the property. In this case that would be Clapp Mill Road (State Road Number 1129).

Item 2: Temporary Sediment Basin within Operations Setback (Section 6.5.3. E)

The Planning Board noted that there are plans for a "temporary sediment basin" inside the boundary of the 150-foot area of operations buffer. This temporary sediment basin is depicted on page 3 of 7 of the "Borrow Pit Construction Grading and Erosion Control Plan engineered drawings included with your application packet. Section 6.5.3.E of our ordinance states that "No area of operations or internal roadways may be located within the operations setback area. Vegetative screening and fencing are allowed by right. Other design elements may be located within the operations setback when required as a condition of other local, state or federal permits or regulations.

Alamance County Planning Department

Matthew Hoagland, Planning Director
201 W. Elm Street, Graham, NC 27253
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In order to address this item, please include a plan to replant a vegetative buffer in this area once the temporary sediment basin is no longer in use or verify that it is required by other local, state or federal permits or regulations.

Item 3: Wetlands or Woody Swamps in the Operations Area (Section 6.5.3.G)

Point 2 in this paragraph does not allow for “Any area classified as wetlands or woody swamps by the US Army Corp of Engineers” to be part of the Area of Operations.

If such wetlands or woody swamps exist in this area of operations, then please amend the existing site plan or submit a new site plan to indicate their location. If there are no such wetlands or woody swamps then please certify that there are not, in writing.

Item 4: “Construction Activities” prior to the Intent-to-Construct Permit (6.5.4.B)

This section states: “An Intent-to-Construct Industrial Development permit shall be required before the owner or operator of a regulated industry commences any construction activities.” Additionally, our ordinance defines “Construction Activities” as follows: *“any studies, investigations, improvements, or other activities undertaken at the site of a proposed regulated industry pertaining to the construction, placement, erection, or establishment of the same, including but not limited to surveys, soil and other environmental tests, clearing and grading, pouring footers or pads, placing building materials or equipment at the site, locating or constructing buildings, structures, or other improvements, or any other similar activities, except those similar activities constitute operations as defined in this ordinance.”*

If you are in fact engaged in any construction activities in pursuit of the Intent-to-Construct Permit, as defined by our ordinance, please cease those activities immediately until you obtain the Intent-to-Construct Permit. If you are not engaged in any construction activities as defined by our ordinance, please verify that you are not engaged in such activities.

Please submit all documentation necessary to address the items listed above no later than Wednesday, December 31, 2025 so that we will have time to prepare them for the January 8th Planning Board agenda packet. If you would like to request that I or a member of the Planning Department staff conduct a site visit in order to help address any of the items above, then we will gladly make the time to do so.

Please let me know if you have any questions about this matter.

Sincerely,



Matthew Hoagland
Alamance County Planning Director

Monday, Dec. 15, 2025



Alamance County Planning Board
201 West Elm Street
Graham, NC 27253

Re: Phillipie LCID Landfill
ITE Trip Generation Estimate
LCID on Clapp Mill Road

Gentlemen,

Wilson Engineering Group is pleased to provide this estimate of Trip Generation Rates and Road Capacity Analysis for the proposed LCID Landfill on Clapp Mill Road in Burlington, NC.

Section 6.5.3.F of the Alamance County Ordinance requires the use of the Institute of Transportation Engineers' "Trip Generation Manual" to determine the number of daily trips generated by a proposed industry. The ITE's manual contains tables with Lists of Land Uses (Coded) having vehicle Pass-By Rates and Statistical Data for an assortment of different land use types including but not limited to, Institutional, Retail, Service Industries, Day Care Centers, Discount Superstores, etc. While the ITE manual does not provide trip data for LCID landfills, it offers recommendations on how to create reasonable estimates. Specifically, finding the closest similar land uses, and using site specific data, then modifying using factors like urban or rural and relevant metrics like square footage, number of employees, or dwelling units to develop trip rate estimates.

Using these recommendations, Wilson Engineering Group has identified the Kimesville Road LCID landfill (located within ½ mile of the proposed landfill – Facility ID 0108-LCID-2022) as a similar use. The Kimesville Road Landfill has an operation area of approximately 7-acres.

All LCID Landfills are required to produce Facility Annual Reports for the NCDEQ's Division of Solid Waste Management, which include annual operations data such as fees, number of employees, number of weeks of operation per year, hours of operation, and amounts of average waste received per week. The 2024 Annual Report for the Kimesville Road Landfill is attached to this report.

Trip Generation Estimate – Pertinent Data from Kimesville Road LCID Landfill

- The Kimesville Road LCID Landfill received an average of **400 cubic yards (cy) of waste per week** in 2024 according to the 2024 Annual Report.
- The average load for a Single-Unit Truck, (ie dump truck) carrying Land Clearing and Inert Debris is **15 cubic yards**.
- The Kimesville Road LCID Landfill has an Operation Area of approximately **7-acres**.
- The Kimesville Road LCID operates 5.5 days per week (Monday – Friday 8am to 5pm & Saturday, 8am to 12 pm)

Using an average intake of 400 cy/week we can calculate the **average number of trips per day** based on the average carrying capacity of the typical dump truck being 15 cy / load.

- $(400 \text{ cy/week} / 15 \text{ cy per load}) \times 2 \text{ trips per load (to \& from)} = 53.3 \text{ trips per week}$
- $53.3 \text{ trips per week} / 5.5 \text{ days of operation per week} = \mathbf{9.7 \text{ average trips per day}}$



By comparing the Operational Area of the Kimesville Road Facility to the Proposed LCID Landfill on Clapp Mill Road (7-acres vs. 55-acres respectively) we can create an **estimate of the average daily trips for the proposed Clapp Mill Road LCID Landfill.**

- Hours of operation – same for both landfills
- Days of Operation – same for both landfills
- Rural vs. Urban – Both Landfills are located in the rural area of Alamance County and within ½ mile of each other
- Calculation based on operational area metric:
 - $55\text{-acres} / 7\text{-acres} = 7.86$ (factor of increase)
 - 7.86×9.7 trips per day(Kimesville Road LCID) = **76.2 trips per day**

The Estimate of Average Trips per day for the Proposed LCID Landfill on Clapp Mill Road is therefore 76.2 trips per day.

Clapp Mill Road – Practical Carrying Capacity Assessment

Section 6.5.3.F of the Alamance County Ordinance also requires that all industries regulated by this section shall be required to demonstrate if their heavy industrial use would create an amount of traffic (in terms of vehicle trips per day) that would push the roads by which the industry is gaining access over its practical carrying capacity as defined by the North Carolina Department of Transportation (N.C.D.O.T.)

The Two Lane Rural Road Capacity Assessment is attached in the spreadsheet at the end of this report. The variables include:

- 2023 Annual Average Daily Traffic (AADT) Count for Clapp Mill Road = 600 vehicles per day (VPD) - (NCDOT ArcGIS Data Website – confirmed with Chuck Edwards of NCDOT).
- Peak Hour Factor (PHF) = 0.88
- Adjustment Factor for Grades (Fg): Rolling Terrain Factor in Piedmont = 0.71
- Adjustment Factor for No Passing Zones (Clapp Mill Road has NO Passing Zones) = 0
- Proportion of Trucks expressed as a decimal (PT)= $76.2 / 600 = 0.127$
- Adjustment Factor for Heavy Vehicles (Fhv) = 0.840 (See Spreadsheet for Calculation)
- Passenger Car Equivalents (Table 7 of HCM) = 2.5

The result from the Capacity Calculations indicate that the **2025 Carrying Capacity of Clapp Mill Road is 1,679 vehicles per hour (vph)** (See attached spreadsheet for calculations).

What is Practical Carrying Capacity?

- Wilson Engineering Group in discussions with Mr. Chuck Edwards of NCDOT asked the question: “How does NCDOT define practical carrying capacity?” Mr. Edwards’s response is in the December 11, 2025 email attached to this report.
“NCDOT has developed [Capacity Analysis Assumptions and Results by CTP Facility Type \(2021\).pdf](#) which provides recommended capacity values for various roadway types at LOS D and LOS E based on HCM methodology and assumptions as listed in the document. Based on the methodology and assumptions utilized, the LOS D capacity of a two-lane highway segment is calculated at 14,300 vehicles per day (VPD). The applicant



should carefully evaluate and confirm that the assumptions used are representative of conditions on Clapp Mill Road prior to using this value for the purpose of assessment of capacity. The information provided in this document is for planning purposes only and should not be used for evaluating operations at individual accesses or road junctions during peak periods or for making recommendations for infrastructure improvements.”

The calculated capacity of Clapp Mill Road using 2025 NCDOT AADT data and methodology from the Federal Highway Administration’s HCM Manual is 1,679 vehicles per hour (40,296 vehicles per day). This is roughly three (3) times the available capacity for a rural two lane road simply to maintain a Level of Service D according to NCDOT’s Capacity Analysis Assumptions and Results by CTP Facility Report. As Clapp Mill Road will remain well above a studied capacity level of service D (LOS D) with the addition of the proposed LCID Landfill, it is our professional opinion that the proposed landfill will **NOT** “push the roads by which the industry is gaining access over its practical carrying capacity as defined by the North Carolina Department of Transportation (N.C.D.O.T.)” The referenced NCDOT Capacity Analysis Assumptions Report is included as an attachment to this Report.

Please feel free to contact us with questions, or if further information is required.

Sincerely,
Jesse Wilson, P.E.

Wilson Engineering Group

Existing 2023 Annual Average Daily Traffic Count (AADT) - Clapp Mill Road, Burlington, NC = 600 vehicles per day (25 vehicles per hour) from NCDOT ARCGIS Website

25.00

2025 Two-Way Carry Capacity Calculated for Clapp Mill Road (NCSR 1129) with Increased Truck Traffic to LCID Landfill = (3,200 pch x PHF x Fg x Fhv) -Vnp

1,679.46

Equation Variables / Calculations

PHF - Peak Hour Factor = 0.88	0.880
Fg - Adjustment Factor for Grades (Rolling Terrain)	0.710
Vnp = Volume Adjustment for No Passing Zones (Table 8)	0
Fhv - Adjustment Factor for Heavy Vehicles = 1/(1+PT(ET-1))	0.840
PT - Proportion of Trucks expressed as a decimal (76.2 /600)	0.127
Et - Passenger Car Equivalents (Table 7)	2.5

Average Single Unit Truck per Day Estimate - Clapp Road Facility

Comparable Facility: NC Facility Identification Number 0108-LCID-2022

Location: 4301 Kimesville Road, Burlington, NC

Hours: Monday - Friday: 8am to 5pm, Saturday: 8am to 12pm

Area of Operations: (7(+/-) Acres	7.00
Kimesville Facility Average Intake Intake (Cubic Yards per week)	400.00
Number of Days of Operation / Week	5.5
Average Number of Cubic Yards per Day: (400 / 5.5)	73
Average Load per Single Unit Truck (Cubic Yards)	15
Average Number of Trips per Week (400 / 15) x 2	53.33
Average Number of Trips per day (53.3/5.5)	9.7

Average Number of Trips per day - Existing Kimesville Road Facility (Monday-Saturday) = (400/15) x 2

9.70

Proposed Facility:

Location: 4115 Clapp Mill Road

Hours: Monday - Friday: 8am to 5pm, Saturday: 8am to 12pm

Area of Operations: (55 Acres)	55
Factor of Increase / Decrease (55/7)	7.86
Number of Days of Operation / Week	5.5
Average Number of Cubic Yards per Week: (400 x 7.86)	3,143
Average Load per Single Unit Truck (Cubic Yards)	15

Average Number of Trips per day Proposed Clapp Road Facility(Monday-Saturday) = (524/15) x 2

76.2

Wilson Engineering Group

1001 Chestnut Drive, Smithfield, NC 27577 (336) 736-9267

STATE OF NORTH CAROLINA SOLID WASTE MANAGEMENT

Facility Annual Report for the period of July 1, 2024 - June 30, 2025. Use this reporting form for Land Clearing and Inert Debris [LCID] landfill facilities.



Facility Information

LCID Landfill Information

Facility Identification * 0108-LCID-2022 Permit Name Phillippie Landfill LCID
- Pull-Down List -

Contacts

Facility Contact

Please edit the information below as needed.

Salutation *	First Name *	Last Name *	Title *	Telephone *	Email *
Kenneth	Kenneth	Phillippie	Owner	(336) 266-0522	kennethphillippie@gmail.com

Billing Contact

Please edit the information below as needed.

Salutation *	First Name *	Last Name *	Title *	Telephone *	Email *
Mr	Kenneth	Phillippie	Owner	(336) 266-0522	kennethphillippie@gmail.com

Address

Mailing Address

Please edit the information below as needed.

Mail Address *	City/Town *	Zip Code *	State *
3724 Clapp Mill Rd	Burlington	27215	NC

Operations

1. Disposal Operations *

Did your facility accept and manage waste during the reporting period?

Yes

No

Tip Fee Table

2. What is the Tipping Fee?	Dollars *		Units *
Tip Fee	\$50.00	per	Small Truck
Tip Fee	\$75.00	per	Tandem Truck
Tip Fee	\$95.00	per	Quad/Tractor Trailer

Attach Fee Schedule if Needed

Any document type may be uploaded here.

	Amount*	Units*
3. Estimate the waste amount received in an average week:	400,00	Cubic Yards

4. How many weeks did you operate this past year? * 52
5. What are the facility operating hours and days? * 8am - 5pm Monday- Friday, 8am - 12pm Saturday, closed Sunday
6. What was the waste footprint acreage as of June 30, 2025? * 1.0

Risk Assessment

Receptors

- * 1. Are Residential Structures located within 1,500 feet of the Edge of Waste?
 Yes No
- * If Yes, how many?
 1
- * Please list the three closest distances [in feet] from the Edge of Waste.
 700ft
- * 2. Are Water Supply Wells located within 1,500 feet of the Edge of Waste?
 Yes No
- * If Yes, how many?
 1
- * Please list the three closest distances [in feet] from the Edge of Waste.
 600ft
- * 3. Are Community/Municipal Water Supply Wells located within 1,500 feet of the Edge of Waste?
 Yes No
- * 4. Are Surface Water Features located within 1,500 feet of the Edge of Waste?
 Yes No
- * If Yes, how many?
 1
- * Please list the three closest distances [in feet] from the Edge of Waste.
 200ft
- * Please list the names of the water bodies.
 No Name, it's an old branch (North Prong Stinking Quarter Creek)
- * 5. Is Public Water Available within 1,500 feet of the Edge of Waste?
 Yes No

Please indicate either Yes or No for each question below and provide the verifiable distance or distances requested [such as using range finders, GIS maps, survey measurements]. Please attach additional information including GIS maps, lists of potable well locations, etc.

Corrective Measures

- * 6. Does the facility use an active methane extraction system [blower, vacuum, flare, etc.]?
 Yes No

* 7. Does the facility use an passive methane extraction system [trench, vents, etc.]?
 Yes No

* 8. Is active ground water remediation taking place on site?
 Yes No

Upload Additional Risk Assessment Documents

Comments

Certification and Submittal

Certification *

CERTIFICATION: I certify that the information provided is an accurate representation of the activity at this facility.

REMINDER: According to G.S. 130A-309.09D(b), this report must be sent to the County Manager of each county from which waste was received. A copy of this report will be automatically forwarded to the Regional Environmental Senior Specialist for your county.

Name * Kenneth Phillippie

Title * Owner

Email * kennethphillippie@gmail.com

Date * 7/16/2025

Comments



Jesse Wilson <sudspa@gmail.com>

RE: Phillippie Land Fill - NCDOT Driveway Permit & TIA Decision

1 message

Edwards, Charles N <cnedwards@ncdot.gov>

Thu, Dec 11, 2025 at 1:38 PM

To: "Patton, Vance H" <vhpatton@ncdot.gov>, Matthew Hoagland <mhoagland@alamancecountync.gov>, Caleb Hall <wegroup.chall@gmail.com>, "sudspa@gmail.com" <sudspa@gmail.com>

Cc: "Lineberger, Nicholas C" <nclineberger@ncdot.gov>

I'm writing to follow up to this meeting which was attended by Matthew Hoagland of Alamance County, Jesse Wilson and Caleb Hall of Wilson Engineering and Vance Patton and myself of NCDOT. The purpose of the meeting was to discuss requirements and methodologies for traffic analysis associated with the proposed LCID landfill located on SR 1129, Clapp Mill Road in Alamance County. According to the development team, the site is expected to generate an approximate maximum 100 trips per day based on evaluation of historical data from a nearby LCID currently operated by the applicant. The site does not satisfy NCDOT criteria to require submittal of a formal TIA as set forth in the [POLICY ON STREET AND DRIVEWAY ACCESS](#). However, Alamance County regulations do require the applicant to demonstrate that, with the addition of anticipated site trips, the daily volumes on the adjacent roadway do not exceed "practical" capacity as defined by NCDOT. NCDOT does not have specific policy or guidelines applicable to this locally required evaluation. I have consulted with NCDOT Congestion Management Regional Engineer Nick Lineberger. We offer the following for consideration by the applicant and the County.

- The current ITE Trip Generation manual does not provide sufficient data for use in accurately estimating trip generation for this land use. Per NCDOT guidelines, it is recommended that local data from representative facilities operating in the area be used as the basis for estimation of trip generation for the site.
- The term "practical" carrying capacity as defined by NCDOT as stated by the County is not clearly defined and subject to interpretation. However, for the purposes of this, exercise, a daily volume consistent with the threshold of LOS D based on criteria and methodologies established in the Highway Capacity Manual (HCM) would be considered by NCDOT as appropriate.
- NCDOT has developed [Capacity Analysis Assumptions and Results by CTP Facility Type \(2021\).pdf](#) which provides recommended capacity values for various roadway types at LOS D and LOS E based on HCM methodology and assumptions as listed in the document. Based on the methodology and assumptions utilized, the LOS D capacity of a two-lane highway segment is calculated at 14,300 VPD. The applicant should carefully evaluate and confirm that the assumptions used are representative of conditions on Clapp Mill Road prior to using this value for the purpose of assessment of capacity. The information provided in this document is for planning purposes only and should not be used for evaluating operations at individual accesses or road junctions during peak periods or for making recommendations for infrastructure improvements.

Please note our new office phone number below.

C. N. Edwards Jr., PE (Chuck)

District Engineer

North Carolina Department of Transportation

Division of Highways

Division 7, District 1

(336) 290-0250

cnedwards@ncdot.gov

[115 East Crescent Square Drive](#)

P. O. Box 766

Graham, NC 27253



-----Original Appointment-----

From: Patton, Vance H <vhpatton@ncdot.gov>

Sent: Monday, December 8, 2025 3:00 PM

To: Patton, Vance H; Matthew Hoagland; Caleb Hall; sudspa@gmail.com

Cc: Edwards, Charles N

Subject: Phillipie Land Fill - NCDOT Driveway Permit & TIA Decision

When: Wednesday, December 10, 2025 3:00 PM to Thursday, December 11, 2025 3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Microsoft Teams [Need help?](#)

Join the meeting now

Meeting ID: 234 497 692 982 47

Passcode: kr3JB3xD

Dial in by phone

+1 984-204-1487,,700743326# United States, Raleigh

Capacity calculation assumptions and results
by Joe Hummer, Mobility and Safety
For James Upchurch, TPD
Updated August 24, 2021

General

We made a number of assumptions to arrive at the recommended capacity values below. These assumptions were from the “NCLOS Program 2010 Update” (released in June 2013) as much as possible. The general assumptions which applied to most or all of the types of road included that:

- LOS D and LOS E capacities are shown in vehicles per day in two directions;
- In uninterrupted facilities level of service (LOS) D was at a density of 35 vpm;
- In interrupted facilities LOS D was at a control delay of 55 sec/veh;
- In uninterrupted facilities LOS E was at a density of 45 vpm or a demand to capacity (v/c) of 1.0;
- In interrupted facilities LOS E was at a control delay of 80 sec/veh or a v/c of 1.0;
- At intersections, 15 percent of the approach demand turns left and 15 percent turns right;
- The region of NC (coastal vs piedmont vs mountains) does not matter;
- For terrain, level = 0% grade, rolling = +3% grade, and mountainous = +5% grade;
- Lanes are 12 feet wide; and
- The proportion of the daily traffic in the peak hour (K) was 0.09.

The calculations followed Version 6 (2016) of *Highway Capacity Manual* (HCM) methods unless otherwise noted.

Freeway

This uninterrupted facility is defined in the same way as the SPOT definition of “freeway”. We used the freeway portion of HCM Chapter 12. In that chapter, capacity and LOS depend primarily on trucks moving up grades. Key assumptions included:

- The base free flow speed = speed limit + 10 mph; and
- The right-side lateral clearance was 10 ft.

The difference between urban, suburban, and rural was captured in a few variables:

- The speed limit was 70 mph in a rural area, 65 mph in a suburban area, and 60 mph in an urban area;
- The total ramp density was 0.5 per mile in a rural area and 1.0 per mile in an urban or suburban area;
- The directional split in the peak hour (D) was 0.65 in a rural area and 0.60 in an urban or suburban area; and
- The peak hour factor (PHF) was 0.85 rural in a rural area and 0.90 in an urban or suburban area.

LOS D

Terrain	Percent trucks	Two lanes per direction			Three lanes per direction			Four lanes per direction		
		Urban	Suburban	Rural	Urban	Suburban	Rural	Urban	Suburban	Rural
Level	5	65000	66300	57800	97400	99400	86700	130000	132600	115600
	10	62200	63300	55200	93300	95200	82900	124400	126900	110600
	15	59800	60900	53200	89800	91500	79800	119600	122000	106300
	20	57800	58900	51300	86700	88300	77100	115600	117800	102700
	25	55700	56700	49400	83500	85200	74200	111500	113500	99000
	30	53500	54600	47700	80400	82000	71500	107200	109300	95400
	35	51700	52600	45800	77400	79100	68900	103300	105400	91800
Rolling	5	60400	61700	53700	90700	92400	80700	120900	123300	107500
	10	57800	58900	51300	86700	88300	77100	115600	117800	102700
	15	55400	56500	49200	83100	84800	74000	110900	113100	98600
	20	53300	54400	47400	80200	81700	71100	106900	108900	94900
	25	51300	52400	45600	77000	78500	68500	102800	104800	91500
	30	48900	49800	43400	73300	74800	65100	97800	99800	87000
	35	46700	47400	41400	70000	71300	62200	93300	95000	82900
Mountainous	5	56300	57200	49900	84400	85900	75000	112600	114600	100000
	10	53500	54600	47700	80400	82000	71500	107200	109300	95400
	15	51300	52400	45600	77000	78500	68500	102800	104800	91500
	20	49300	50200	43800	73900	75400	65800	98700	100600	87700
	25	47400	48300	42200	71100	72600	63200	95000	96900	84400
	30	44600	45400	39700	66900	68100	59500	89300	90900	79300
	35	42000	43000	37400	63100	64400	56100	84300	85900	74900

LOS E

Terrain	Percent trucks	Two lanes per direction			Three lanes per direction			Four lanes per direction		
		Urban	Suburban	Rural	Urban	Suburban	Rural	Urban	Suburban	Rural
Level	5	74100	75000	65300	111100	112600	98100	148100	150000	130800
	10	70900	71900	62600	106300	107800	93800	141700	143700	125300
	15	68100	69100	60200	102200	103700	90400	136500	138100	120500
	20	65900	66700	58100	98700	100000	87200	131700	133500	116400
	25	63500	64300	56100	95200	96500	84100	126900	128700	112100
	30	61100	61900	54000	91700	92800	81000	122200	123900	108000
	35	58900	59600	52000	88300	89400	77900	117800	119400	104100
Rolling	5	68900	69800	60900	103300	104800	91300	137800	139600	121700
	10	65900	66700	58100	98700	100000	87200	131700	133500	116400
	15	63300	64100	55900	94800	96100	83800	126500	128100	111800
	20	60900	61700	53700	91300	92600	80700	121700	123300	107500
	25	58500	59300	51600	87800	89100	77600	117200	118700	103400
	30	55700	56500	49200	83500	84600	73800	111500	113000	98500
	35	53100	53900	46800	79600	80700	70400	106300	107800	93800
Mountainous	5	64200	65000	56600	96100	97400	85000	128100	130000	113300
	10	61100	61900	54000	91700	92800	81000	122200	123900	108000
	15	58500	59300	51600	87800	89100	77600	117200	118700	103400
	20	56300	56900	49600	84300	85400	74500	112400	113900	99300
	25	54100	54800	47700	81100	82200	71600	108100	109600	95600
	30	50900	51500	45000	76300	77200	67400	101700	103100	89900
	35	47900	48500	42400	72000	73000	63600	95900	97200	84800

Expressway

This uninterrupted facility is defined in the same way as the SPOT definition of “multilane segment”. We used the multilane highway portion of HCM Chapter 12. This facility has either two or three through lanes per direction. In Chapter 12, capacity and LOS depend primarily on trucks moving up grades. Key assumptions included:

- The PHF was 0.9; and
- The D was 0.6.

Suburban and urban expressways were assumed to be identical. They differed from rural expressways in a few variables:

- The speed limit was 55 mph in urban and suburban areas and 60 mph in rural areas;
- The access point density was 25 per mile in urban and suburban areas and 8 per mile in rural areas; and
- The lateral clearance was 8 feet in urban and suburban areas and 12 feet in rural areas.

LOS D

Terrain	Percent trucks	Two lanes per direction		Three lanes per direction	
		Urban or suburban	Rural	Urban or suburban	Rural
Level	5	55700	62200	83700	93400
	10	53300	59600	80200	89500
	15	51300	57400	77000	86100
	20	49600	55400	74400	83100
	25	47800	53300	71700	80100
	30	45900	51300	69100	77100
	35	44300	49400	66500	74300
Rolling	5	51900	58000	78000	87000
	10	49600	55400	74400	83100
	15	47600	53100	71500	79800
	20	45700	51100	68700	76800
	25	44100	49300	66300	73900
	30	42000	46900	63000	70300
	35	40000	44600	60000	67100
Mountainous	5	48300	53900	72400	80900
	10	45900	51300	69100	77100
	15	44100	49300	66300	73900
	20	42400	47200	63500	70900
	25	40700	45400	61100	68300
	30	38300	42800	57400	64200
	35	36100	40400	54300	60600

LOS E

Terrain	Percent trucks	Two lanes per direction		Three lanes per direction	
		Urban or suburban	Rural	Urban or suburban	Rural
Level	5	65600	72000	98400	107900
	10	62800	68900	94200	103300
	15	60400	66300	90700	99400
	20	58300	64000	87500	96000
	25	56200	61700	84400	92500
	30	54100	59400	81200	89100
	35	52200	57200	78300	85900
	Rolling	5	61100	67000	91600
10		58300	64000	87500	96000
15		56000	61500	84000	92200
20		53900	59200	80900	88700
25		51900	56900	77900	85400
30		49400	54200	74100	81300
35		47100	51700	70600	77500
Mountainous		5	56800	62300	85200
	10	54100	59400	81200	89100
	15	51900	56900	77900	85400
	20	49800	54600	74700	82000
	25	47900	52600	71900	78900
	30	45100	49400	67600	74100
	35	42500	46700	63800	70000

Two-Lane Highway Segment

This uninterrupted facility is defined in the same way as the SPOT definition of “two-lane segment”. This facility has one through lane per direction. We used a LOS procedure developed during NCHRP 17-65 which will be in version 6.1 of the HCM. Capacity and LOS depend primarily on faster vehicles platooning behind trucks and other slower vehicles. Key assumptions included:

- In consultation with the NCHRP 17-65 Principal Investigator (Scott Washburn at the University of Florida) we set the LOS E to F boundary at 16 followers/mi/ln for facilities with speeds of 50 mph or above or 20 followers/mi/ln for facilities with speeds below 50 mph;
- Rural, suburban, and urban areas were identical;
- There were zero passing zones or lanes;
- The segment length was two miles;
- Vertical class and alignment coefficients were based on Table 2-14 with class 1 for level terrain, class 2 for rolling terrain, and class 4 for mountainous terrain;
- 5 percent trucks;
- The PHF was 0.9; and
- D was 0.6.

LOS D

Terrain	Speed limit, mph	Capacity, vpd
Level	45	12100
	50	13300
	55	14400
Rolling	45	12100
	50	13200
	55	14300
Mountainous	45	11200
	50	12100
	55	13100

LOS E

Terrain	Speed limit, mph	Capacity, vpd
Level	45	16100
	50	17600
	55	19200
Rolling	45	16100
	50	17500
	55	19000
Mountainous	45	14800
	50	16000
	55	17300

Boulevard

This interrupted facility is defined in the same way as the SPOT definition of “arterial”. This facility has two, three, or four through lanes per direction. Capacity and LOS are defined for a through movement at the stop bar on the way into an isolated, fixed-time signalized intersection. The calculations were made using Chapter 19 of the HCM. Key assumptions included:

- Speed limit does not matter;
- Urban vs suburban vs rural does not matter;
- The intersection is not in a central business district;
- All turns are made from exclusive turn lanes;
- 5 percent trucks;
- There were no stopping buses near the intersection;
- There was no on-street parking near the intersection;
- The signal cycle was 120 sec long;
- Total lost time was 4 sec per phase;
- Typical green time for the through movement was 35 sec long;
- Yellow and all-red for the through phase was 7 sec long;

- Ideal saturation flow was 1900 pcphpl;
- The PHF was 0.9; and
- D was 0.6.

We also calculated capacities for cases where the through movement receives a longer green time of 50 sec and show those values below. This could be the case at a meeting of an important boulevard with a less important major thoroughfare, minor thoroughfare, or local street. Note that if the through movement on the boulevard receives a longer green time the through movement for the intersecting street must receive a smaller green time, and capacity values are provided for those smaller green time cases below. It is not possible for both intersecting roadways to receive longer green times, or for one street to receive a longer green time and the other street to receive a typical green time.

LOS D, High Share of Green

Terrain	2 lanes ea direction	3 lanes ea direction	4 lanes ea direction
Level	34800	50600	68000
Rolling	34300	49800	67000
Mountainous	33900	49300	66300

LOS D, Typical Share of Green

Terrain	2 lanes ea direction	3 lanes ea direction	4 lanes ea direction
Level	23700	34800	47200
Rolling	23300	34300	46500
Mountainous	23000	33900	46000

LOS E, High Share of Green

Terrain	2 lanes ea direction	3 lanes ea direction	4 lanes ea direction
Level	36200	51800	69100
Rolling	35700	51000	68000
Mountainous	35300	50500	67300

LOS E, Typical Shared of Green

Terrain	2 lanes ea direction	3 lanes ea direction	4 lanes ea direction
Level	25500	36900	49500
Rolling	25100	36300	48800
Mountainous	24800	35900	48300

Reduced Conflict Boulevard

This facility is the street with the u-turn crossovers at a reduced conflict intersection, also known as a superstreet, synchronized street, restricted crossing u-turn intersection, or a j-turn intersection. The calculation is the same as for the boulevard, above, except that the signal of interest, where capacity is reached, is at the u-turn crossover and the typical green time for the through movement at that spot is 77 seconds.

LOS D, Typical Share of Green

Terrain	2 lanes ea direction	3 lanes ea direction	4 lanes ea direction
Level	38200	54700*	73000*
Rolling	37600	53900*	71900*
Mountainous	37200	53400*	71100*
* v/c exceeds 1.0 below 55 sec/veh delay, so LOS D and E demands are equal.			

LOS E, Typical Share of Green

Terrain	2 lanes ea direction	3 lanes ea direction	4 lanes ea direction
Level	38300	54700*	73000*
Rolling	37700	53900*	71900*
Mountainous	37300	53400*	71100*
* v/c exceeds 1.0 below 55 sec/veh delay, so LOS D and E demands are equal.			

Multilane Major Thoroughfare

This facility looks much like a boulevard, and the capacity calculation was just like that for the boulevard as described above. The tables for typical share of green time below are identical to those for a boulevard that receives a typical share of green time. The multilane major thoroughfare does not carry the high levels of long distance through traffic that the boulevard does, however, so it would never receive the high shares of green time shown in the tables above for the boulevard. In fact, where a multilane major thoroughfare intersects with a boulevard, the boulevard could well receive a high share of green time which means that this facility would receive a low share of green time, assumed as 20 seconds to create the tables below.

LOS D, Typical Share of Green

Terrain	2 lanes ea direction	3 lanes ea direction	4 lanes ea direction
Level	23700	34800	47200
Rolling	23300	34300	46500
Mountainous	23000	33900	46000

LOS D, Low Share of Green

Terrain	2 lanes ea direction	3 lanes ea direction	4 lanes ea direction
Level	12100	18400	25600
Rolling	11900	18100	25200
Mountainous	11700	17900	24900

LOS E, Typical Shared of Green

Terrain	2 lanes ea direction	3 lanes ea direction	4 lanes ea direction
Level	25500	36900	49500
Rolling	25100	36300	48800
Mountainous	24800	35900	48300

LOS E, Low Share of Green

Terrain	2 lanes ea direction	3 lanes ea direction	4 lanes ea direction
Level	14700	21600	29200
Rolling	14500	21200	28700
Mountainous	14300	21000	28400

Two-Lane Major Thoroughfare

In terms of capacity, this facility is identical to the multilane major thoroughfare described above except that it has just one through lane per direction.

LOS D, Typical Share of Green

Terrain	Capacity, vpd
Level	11600
Rolling	11400
Mountainous	11200

LOS D, Low Share of Green

Terrain	Capacity, vpd
Level	5400
Rolling	5300
Mountainous	5300

LOS E, Typical Share of Green

Terrain	Capacity, vpd
Level	12900
Rolling	12700
Mountainous	12600

LOS E, Low Share of Green

Terrain	Capacity, vpd
Level	7200
Rolling	7100
Mountainous	7000

Minor Thoroughfare

In terms of capacity, this facility is the same as the two-lane major thoroughfare as described above except that there is a shared through and right turn lane rather than an exclusive through lane.

LOS D, Typical Share of Green

Terrain	Capacity, vpd
Level	9200
Rolling	9100
Mountainous	9000

LOS D, Low Share of Green

Terrain	Capacity, vpd
Level	4400
Rolling	4300
Mountainous	4200

LOS E, Typical Share of Green

Terrain	Capacity, vpd
Level	10300
Rolling	10200
Mountainous	10000

LOS E, Low Share of Green

Terrain	Capacity, vpd
Level	5800
Rolling	5700
Mountainous	5600

PHILLIPPIE BORROW PIT & LCID LANDFILL Alamance County, North Carolina

Civil / Site Plan GRADING & EROSION CONTROL PLAN

Project No. 24-Phillippie-01
December, 2024
Revised DECEMBER, 2025



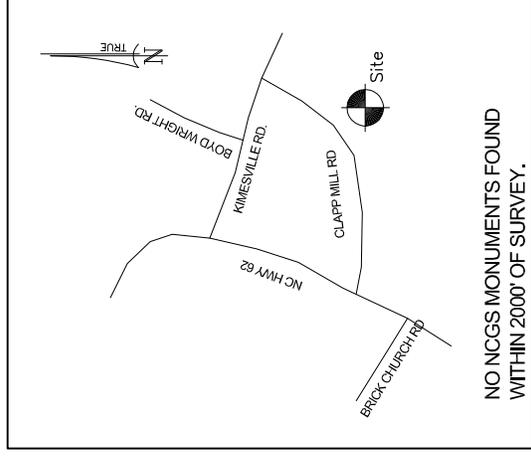
Civil / Environmental
Design & Consulting

1001 CHESTNUT DRIVE
SMITHFIELD, NORTH CAROLINA 27577
VOICE (336) 308-9613

SHEET INDEX

1. EXISTING CONDITIONS - FULL SITE
2. EXISTING CONDITIONS - ENLARGED PROJECT SITE AREA
3. BORROW PIT CONSTRUCTION - GRADING & EROSION CONTROL PLAN
4. LCID LANDFILL CONSTRUCTION - GRADING & EROSION CONTROL PLAN
5. PIT & FILL SECTIONS SECTIONS
6. EROSION CONTROL DETAILS
7. DRAINAGE AREA DELINEATIONS

NCG01 SHEETS:
NCG01 - GROUND STABILIZATION AND MATERIALS HANDLING
NCG01 - SELF-INSPECTION, RECORD KEEPING AND REPORTING





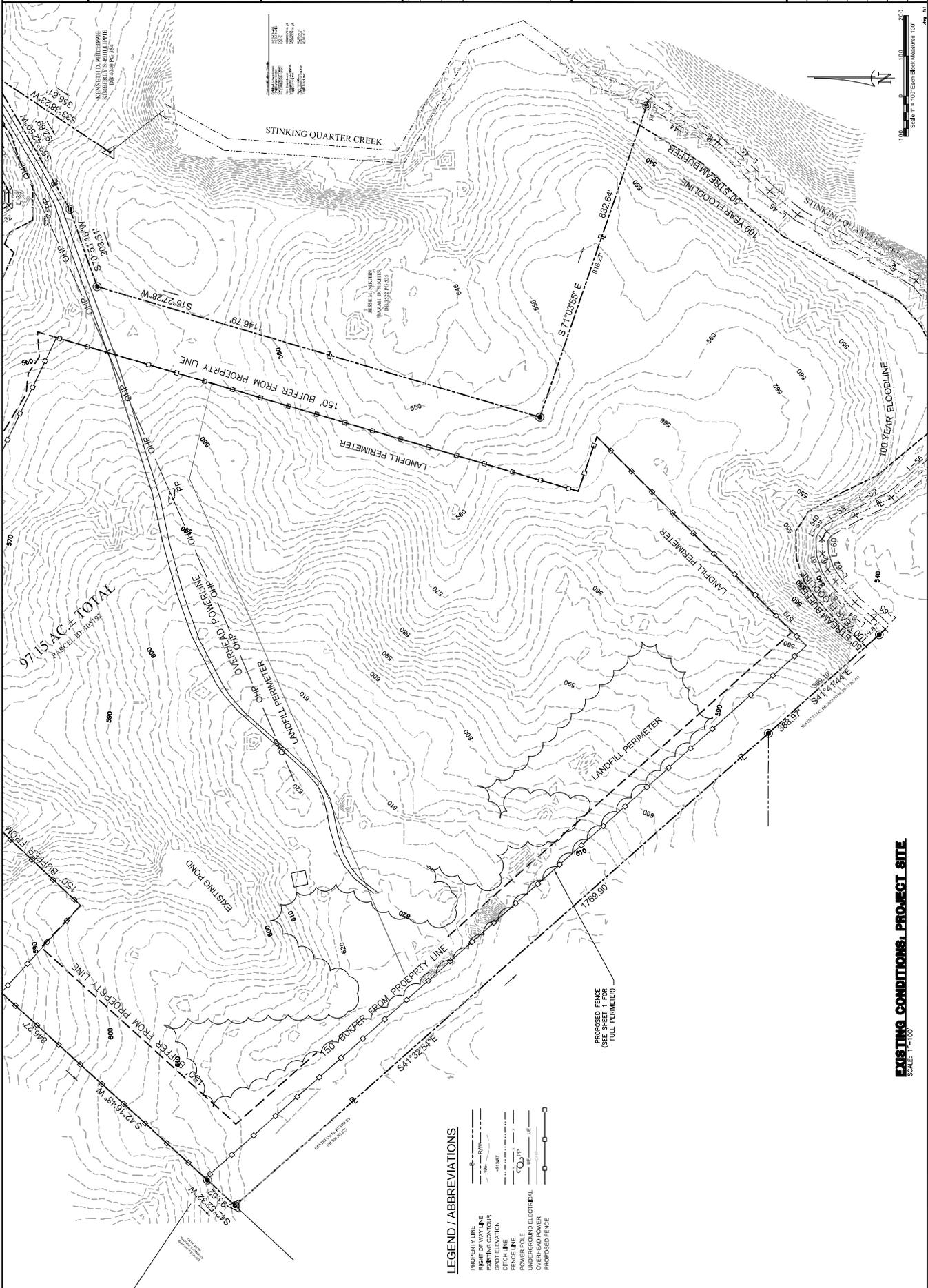
1001 CHESTNUT DRIVE
SMITHFIELD, NC 27577
(336) 736-9267



REV. NO.	DESCRIPTION	DATE	BY	APP'D.

**PHILIPPE BORROW PIT & LCD LANDFILL
OVERALL PLAN
PROJECT SITE AREA**
KENNETH PHILIPPE
4115 CLAPP MILL ROAD
BURLINGTON, NC 27216

PROJECT NUMBER	24-PHILIPPE-01
DESIGNED BY	JWM
DRAWN BY	JWM
CHECKED BY	JWM
AS NOTED	AS NOTED
DATE	8/13/2025
SHEET NO.	2
TOTAL SHEETS	7



71.15 AC TOTAL
PARCEL ID: 007094

EXISTING CONDITIONS: PROJECT SITE
SCALE: 1"=100'

LEGEND / ABBREVIATIONS

PROPERTY LINE	---
RIGHT OF WAY LINE	---
EXISTING CONTOUR	---
EXISTING DITCH	---
DITCH LINE	---
FENCE LINE	---
POWER POLE	---
OVERHEAD ELECTRICAL	---
OVERHEAD POWER	---
PROPOSED FENCE	---



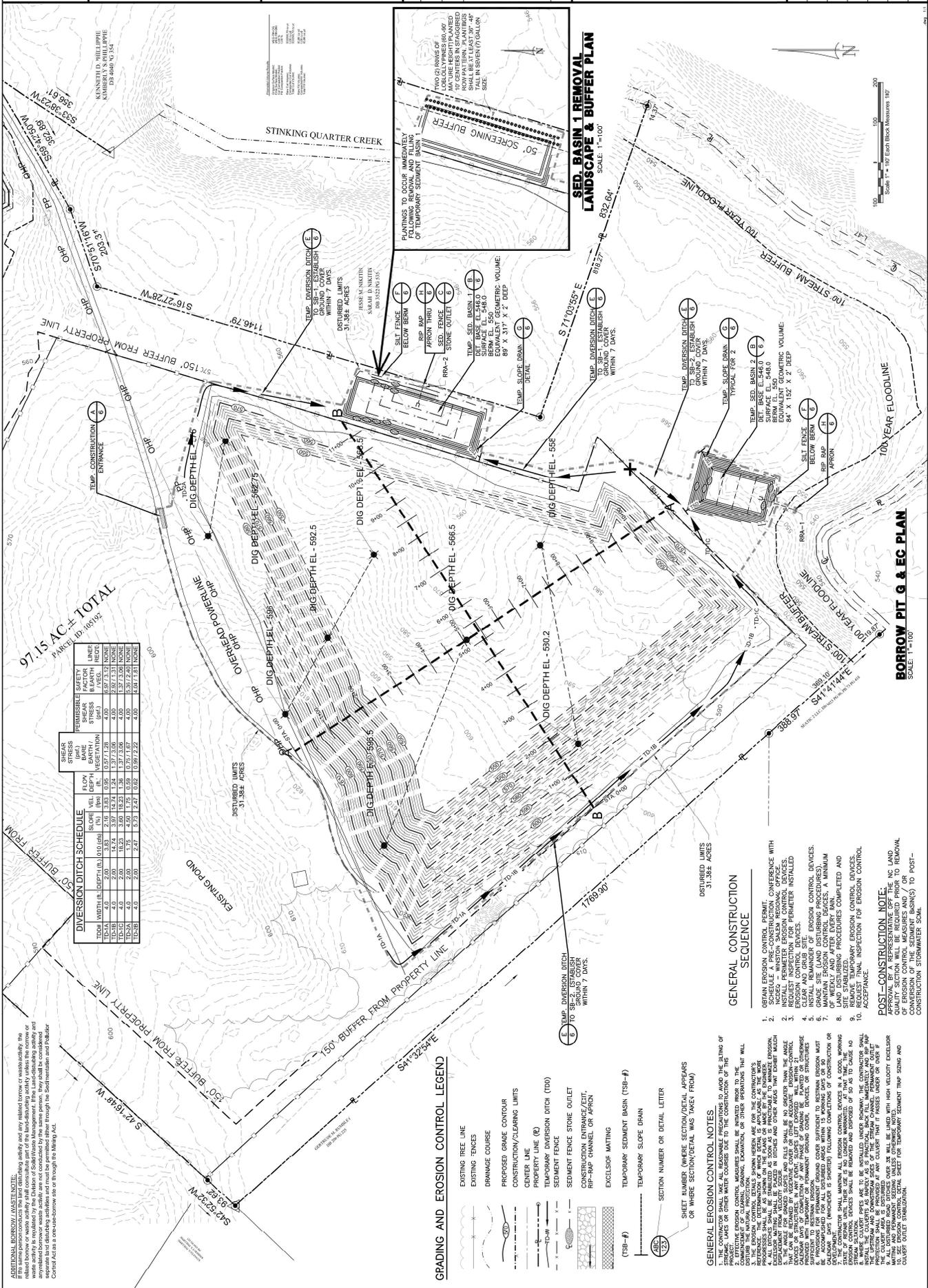
1001 CHESTNUT DRIVE
SMITHFIELD, NC 27577
(336) 736-9267



NO.	DATE	DESCRIPTION	BY	APP'D.
1	10/09/20	ISSUED FOR PERMIT	JMM	JMM
2	10/09/20	REVISIONS	JMM	JMM

PHILLIPPE BORROW PIT & EROSION CONTROL PLAN
GRADING & EROSION CONTROL PLAN
KENNETH O. PHILLIPPE
4115 CLAPP MILL ROAD
BURLINGTON, NC 27216

PROJECT NUMBER	24-PHILLIPPE-01
DESIGNED BY	JMM
DRAWN BY	JMM
CHECKED BY	JMM
AS NOTED DATE	8/13/2025
SHEET NUMBER	3 of 7



GRADING AND EROSION CONTROL LEGEND

- EXISTING TREE LINE
- EXISTING FENCE
- DRAINAGE COURSE
- PROPOSED GRADE CONTOUR
- CONSTRUCTION/CLEARING LIMITS
- GENERATOR LINE
- PROPERTY LINE (E)
- TEMPORARY DIMENSION DITCH (TDD)
- SEDIMENT FENCE
- SEDIMENT FENCE STONE OUTLET
- CONSTRUCTION ENTRANCE/EIT
- RIP-RAP CHANNEL OR APRON
- EXCESSOR MATING
- (TSB-#)
- TEMPORARY SEDIMENT BASIN (TSB-#)
- TEMPORARY SLOPE DRAIN
- SECTION NUMBER OR DETAIL LETTER
- OR WHERE SECTION/DETAIL WAS TAKEN FROM

GENERAL EROSION CONTROL NOTES

1. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES THROUGHOUT THE LIFE OF THE PROJECT.
2. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES THROUGHOUT THE LIFE OF THE PROJECT.
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10. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES THROUGHOUT THE LIFE OF THE PROJECT.

51.51 AC TOTAL
 PARCELS 10-100-176

TOPO	WIDTH	DEPTH	AREA	PERCENT	VEGETATION	PERCENT	VEGETATION	PERCENT	VEGETATION
100-1	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-2	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-3	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-4	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-5	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-6	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-7	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-8	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-9	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-10	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-11	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-12	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-13	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-14	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-15	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-16	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-17	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-18	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-19	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-20	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-21	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-22	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-23	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-24	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-25	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-26	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-27	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-28	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-29	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-30	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-31	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-32	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-33	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-34	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-35	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-36	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-37	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-38	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-39	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-40	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-41	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
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100-45	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-46	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-47	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-48	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-49	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%
100-50	4.0	5.00	20.00	3.90	100%	100%	100%	100%	100%

GENERAL CONSTRUCTION SEQUENCE

1. OBTAIN EROSION CONTROL PERMIT.
2. NOTIFY NEIGHBORS AND ADJACENT PROPERTY OWNERS.
3. REQUEST INSPECTION FOR PERMITTER INSTALLED EROSION CONTROL DEVICES.
4. INSTALL REMAINDER OF EROSION CONTROL DEVICES.
5. GRADE SITE (LAND DISTURBING PROCEDURES) OF WEEKLY AND AFTER EVERY RAIN.
6. SITE STABILIZATION.
7. REMOVE TEMPORARY EROSION CONTROL DEVICES.
8. REQUEST INSPECTION FOR EROSION CONTROL ACCEPTANCE.
9. APPROVAL BY REPRESENTATIVE OF THE NC LAND CONSTRUCTION OF THE SEDIMENT BASIN(S) TO POST-CONSTRUCTION STORMWATER SOIL.

ADDITIONAL EROSION CONTROL NOTES:
 1. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES THROUGHOUT THE LIFE OF THE PROJECT.
 2. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES THROUGHOUT THE LIFE OF THE PROJECT.
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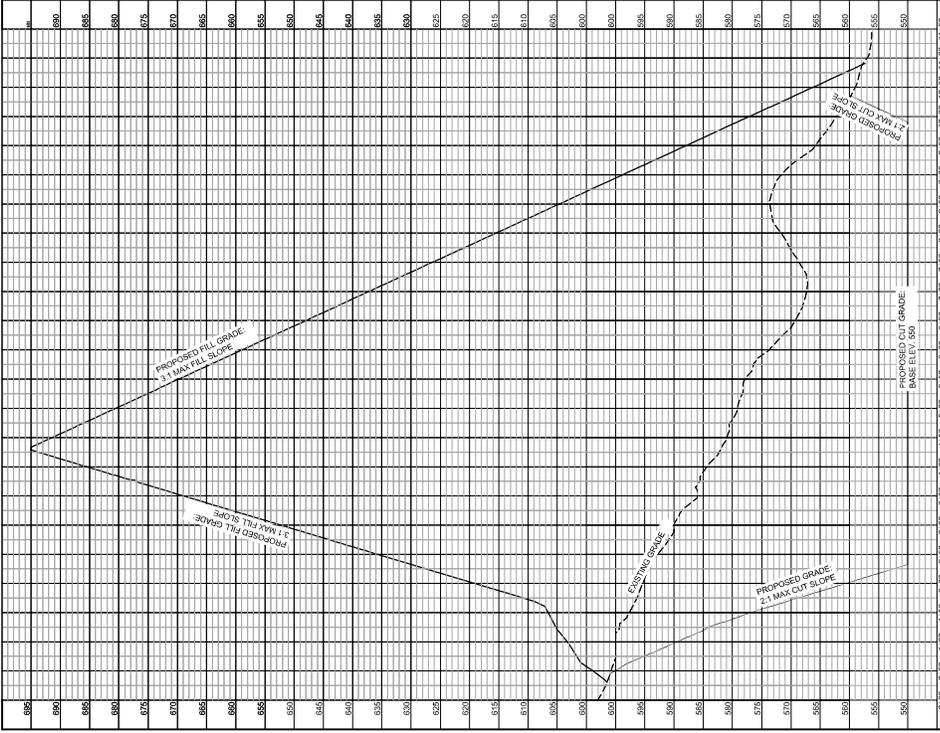
1001 CHESTNUT DRIVE
SMITHFIELD, NC 27577
(336) 736-9267



REV. NO.	DESCRIPTION	DATE	BY	APP'D.

**PHILIPPE BORROW PIT & LCD LANDFILL
PIT & FILL SECTIONS
GRADING & EROSION CONTROL PLAN**
**KENNETH PHILLIPPE
4115 CLAPP MILL ROAD
BURLINGTON, NC 27216**

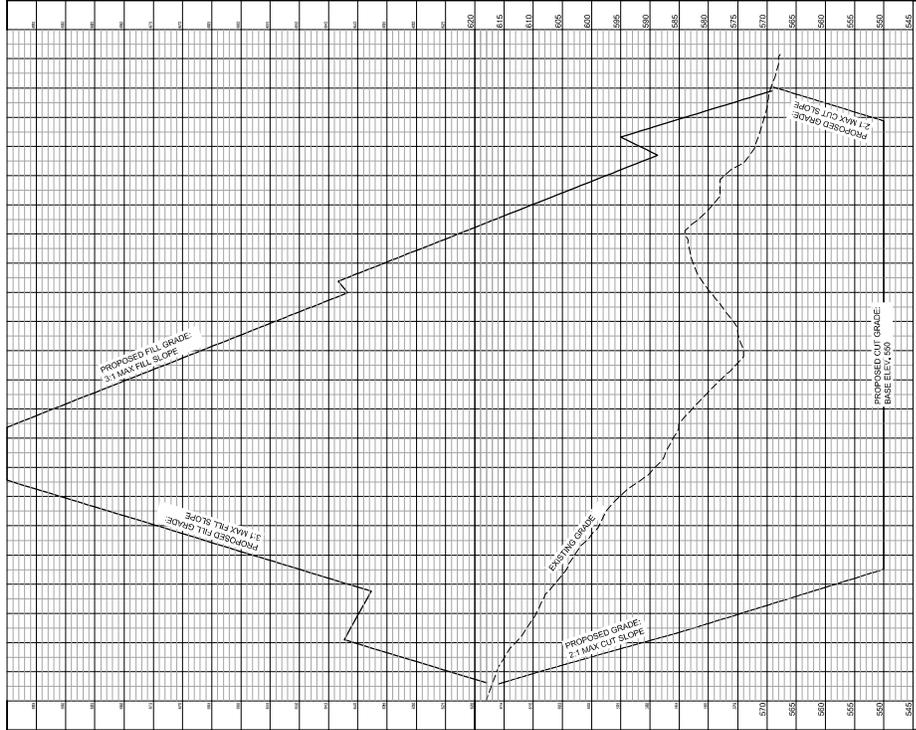
PROJECT NUMBER 24-PHILIPPE-01
DESIGNED BY JWW
DRAWN BY JWW
CHECKED BY JWW
SCALE NOTED AS NOTED
DATE 8/13/25
5 of 7



SECTION B-B
SCALE: H: 1"=50', V: 1"=4'

SEE SHEETS 3A.4 FOR SECTIONS B-B.

LCD LANDFILL CUT - FILL SECTIONS



SECTION A-A
SCALE: H: 1"=50', V: 1"=4'

SEE SHEETS 3A.4 FOR SECTIONS A-A.



1001 CHESTNUT DRIVE
SMITHFIELD, NC 27577
(336) 736-9267



NO.	DESCRIPTION	DATE	BY	APP'D.
1	REVISION	03/20	AWV	

PHILIPPINE BORROW PIT & EROSION CONTROL DETAILS
KENNETH PHILLIPPE
4115 CLAPP MILL ROAD
BURLINGTON, NC 27216

PROJECT NUMBER	24-PHILLIPPE-01
DESIGNED BY	JWW
DRAWN BY	JWW
CHECKED BY	JWW
AS NOTED	
DATE	8/13/25
SHEET	6 OF 7

PLANTING/SEEDING

1. All trees to be planted by a minimum depth of 4'-6" and a minimum diameter of 1 1/2" DBH. All trees shall be planted in a hole that is 2' wider than the root ball and 2' deeper. The hole shall be backfilled with topsoil and watered thoroughly after planting.

2. All shrubs to be planted by a minimum depth of 2'-0" and a minimum diameter of 1/2" DBH. All shrubs shall be planted in a hole that is 2' wider than the root ball and 2' deeper. The hole shall be backfilled with topsoil and watered thoroughly after planting.

3. All grasses to be planted by a minimum depth of 2'-0" and a minimum diameter of 1/2" DBH. All grasses shall be planted in a hole that is 2' wider than the root ball and 2' deeper. The hole shall be backfilled with topsoil and watered thoroughly after planting.

SEEDING INSTRUCTIONS

1. Seed shall be applied at a rate of 100 lbs/acre for grasses and 50 lbs/acre for legumes. The seed shall be applied in a uniform manner across the entire area to be seeded.

2. The seed shall be applied in a hole that is 2' wide and 2' deep. The hole shall be backfilled with topsoil and watered thoroughly after planting.

3. The seed shall be applied in a hole that is 2' wide and 2' deep. The hole shall be backfilled with topsoil and watered thoroughly after planting.

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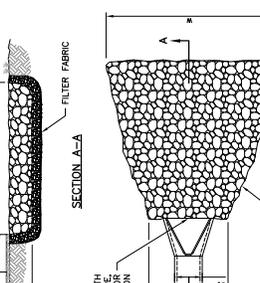
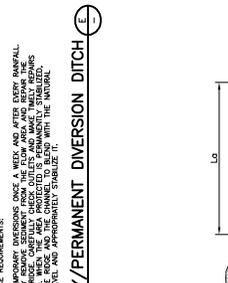
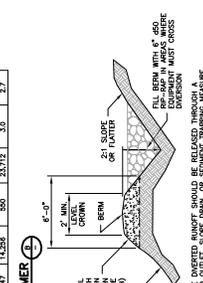
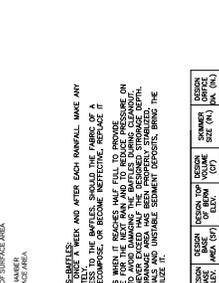
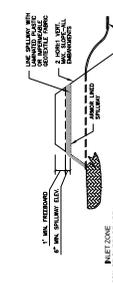
SEEDING INSTRUCTIONS

1. Seed shall be applied at a rate of 100 lbs/acre for grasses and 50 lbs/acre for legumes. The seed shall be applied in a uniform manner across the entire area to be seeded.

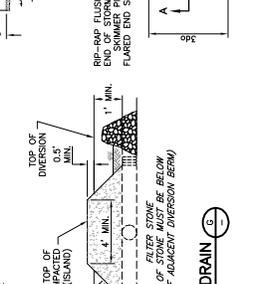
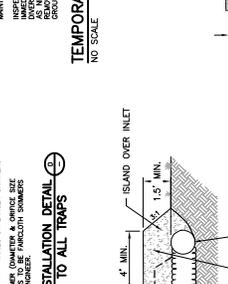
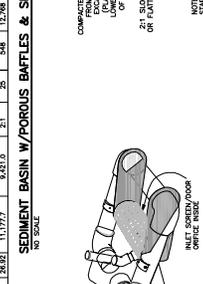
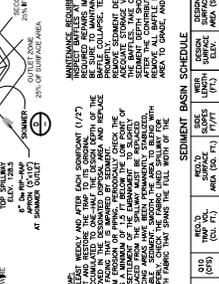
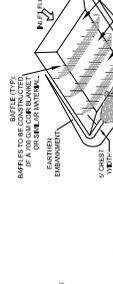
2. The seed shall be applied in a hole that is 2' wide and 2' deep. The hole shall be backfilled with topsoil and watered thoroughly after planting.

3. The seed shall be applied in a hole that is 2' wide and 2' deep. The hole shall be backfilled with topsoil and watered thoroughly after planting.

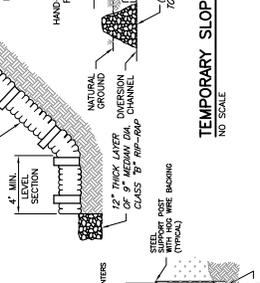
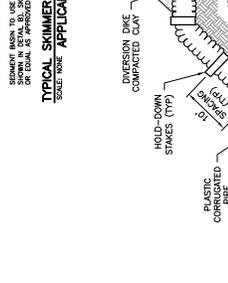
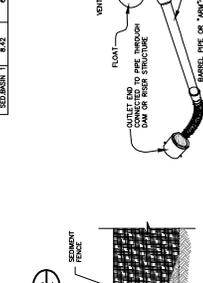
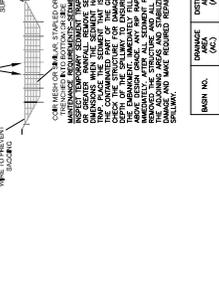
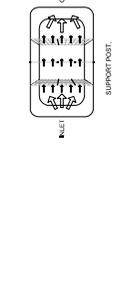
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7 Days	7 Days	7 Days	7 Days
14 Days	14 Days	14 Days	14 Days
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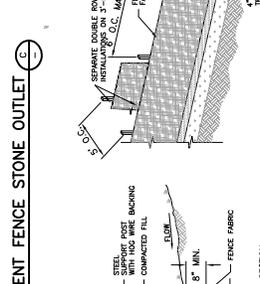
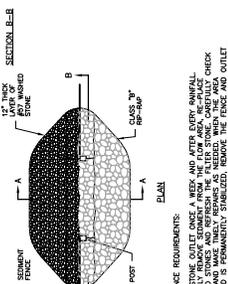
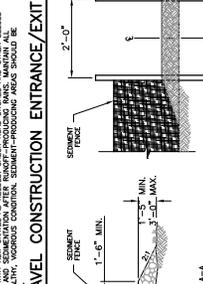
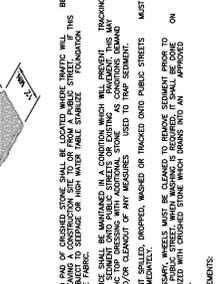
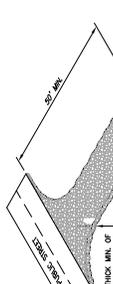
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| 3 | 0.75 | 5 | 1.3 | 10 | 6.0 | 25 | 150 | 50 | 100 |



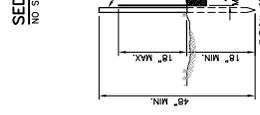
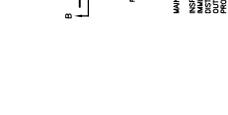
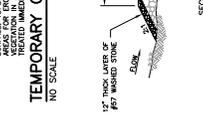
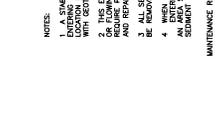
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| APPROX. A/C |
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| 3 | 0.75 | 5 | 1.3 | 10 | 6.0 | 25 | 150 | 50 | 100 |



| APPROX. A/C |
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| 6 | 1.5 | 5 | 1.3 | 10 | 6.0 | 25 | 150 | 50 | 100 |
| 3 | 0.75 | 5 | 1.3 | 10 | 6.0 | 25 | 150 | 50 | 100 |

**PART III
SELF-INSPECTION, RECORDKEEPING AND REPORTING**

SECTION A: SELF-INSPECTION

Self-inspections are required during normal business hours in accordance with the table below. When adverse weather or site conditions would cause the safety of the inspection personnel to be in jeopardy, the inspection may be delayed until the next business day on which it is safe to perform the inspection. In addition, when a storm event of equal to or greater than 1.0 inch occurs outside of normal business hours, the self-inspection shall be performed upon the commencement of the next business day. Any time when inspections were delayed shall be noted in the inspection record.

Inspection Frequency (during normal business hours)	Inspection records must include:
Daily	Daily rainfall amounts. If no daily rain gauge observations are made during weekend or holiday periods, and no individual-day rainfall information is available, record the cumulative rain measurement for those unattended days (and this will determine if a site inspection is needed). Days on which no rainfall occurred shall be recorded as "zero." The permittee may use another rain-monitoring device approved by the Division.
At least once per 7-calendar days and within 24 hours of a rain event ≥ 1.0 inch in 24 hours	1. Identification of the measures inspected, 2. Date and time of the inspection, 3. Name of the person performing the inspection, 4. Indication of whether the measures were operating 5. Description of maintenance needs for the measure, 6. Description, evidence, and date of corrective actions taken.
At least once per 7-calendar days and within 24 hours of a rain event ≥ 1.0 inch in 24 hours	1. Identification of the discharge outfalls inspected, 2. Date and time of the inspection, 3. Name of the person performing the inspection, 4. Evidence of indicators of stormwater pollution such as oil sheen, floating or suspended solids or discoloration, 5. Indication of visible sediment leaving the site, 6. Description, evidence, and date of corrective actions taken. If visible sedimentation is found outside site limits, then a record of the following shall be made: 1. Action taken to clean up or stabilize the sediment that has left the site limits, 2. Description, evidence, and date of corrective actions taken, and 3. Explanation as to the actions taken to control future sedimentation.
At least once per 7-calendar days and within 24 hours of a rain event ≥ 1.0 inch in 24 hours	1. Description, evidence and date of corrective actions taken, and 2. Regional Office per Part III, Section C, Item (2)(a) of this permit.
At least once per 7-calendar days and within 24 hours of a rain event ≥ 1.0 inch in 24 hours	1. The phase of grading (installation of perimeter E&SC measures, clearing and grubbing, installation of storm drainage facilities, completion of all land-disturbing activity, construction or redevelopment, permanent ground cover). 2. Documentation that the required ground stabilization measures have been provided within the required time frame or an assurance that they will be provided as soon as possible.

NOTE: The rain inspection resets the required 7 calendar day inspection requirement.

**PART III
SELF-INSPECTION, RECORDKEEPING AND REPORTING**

SECTION B: RECORDKEEPING

1. E&SC Plan Documentation

The approved E&SC plan as well as any approved deviation shall be kept on the site. The approved E&SC plan must be kept up-to-date throughout the coverage under this permit. The following items pertaining to the E&SC plan shall be kept on site and available for inspection at all times during normal business hours:

Documentation Requirements
(a) Each E&SC measure has been installed and does not significantly deviate from the locations, dimensions and relative elevations shown on the approved E&SC plan.
(b) A phase of grading has been completed. Initial and date ± copy of the approved E&SC plan or complete, date and sign an inspection report to indicate completion of the construction phase.
(c) Ground cover is located and installed in accordance with the approved E&SC report to indicate compliance with approved ground cover specifications.
(d) The maintenance and repair requirements for all E&SC measures have been performed.
(e) Corrective actions have been taken to E&SC measures.

2. Additional Documentation to be Kept on Site

In addition to the E&SC plan documents above, the following items shall be kept on the site and available for inspectors at all times during normal business hours, unless the Division provides a site-specific exemption based on unique site conditions that make this requirement not practical:

- (a) This General Permit as well as the Certificate of Coverage, after it is received.
- (b) Records of inspections made during the previous twelve months. The permittee shall record the required observations on the Inspection Record Form provided by the Division or a similar inspection form that includes all the required elements. Use of electronically-available records in lieu of the required paper copies will be allowed if shown to provide equal access and utility as the hard-copy records.

3. Documentation to be Retained for Three Years

All data used to complete the e-NOI and all inspection records shall be maintained for a period of three years after project completion and made available upon request. [40 CFR 122.41]

PART II, SECTION G, ITEM (4)

DRAW DOWN OF SEDIMENT BASINS FOR MAINTENANCE OR CLOSE OUT

Sediment basins and traps that receive runoff from drainage areas of one acre or more shall use outlet structures that withdraw water from the surface when these devices need to be drawn down for maintenance or close out unless this is infeasible. The circumstances in which it is not feasible to withdraw water from the surface shall be rare (for example, times with extended cold weather). Non-surface withdrawals from sediment basins shall be allowed only when all of the following criteria have been met:

- (a) The E&SC plan authority has been provided with documentation of the non-surface withdrawal and the specific time periods or conditions in which it will occur. The non-surface withdrawal shall not commence until the E&SC plan authority has approved these items.
- (b) The non-surface withdrawal has been reported as an anticipated bypass in accordance with Part III, Section C, Item (2)(c) and (d) of this permit.
- (c) Dewatering discharges are treated with controls to minimize discharges of pollutants from stormwater that is removed from the sediment basin. Examples of appropriate controls include properly sited, designed and maintained dewatering tanks, weir tanks, and filtration systems.
- (d) Vegetated, upland areas of the sites or a properly designed stone pad is used to the extent feasible at the outlet of the dewatering treatment devices described in Item (c) above.
- (e) Velocity dissipation devices such as check dams, sediment traps, and riprap are provided at the discharge points of all dewatering devices, and
- (f) Sediment removed from the dewatering treatment devices described in Item (c) above is disposed of in a manner that does not cause deposition of sediment into waters of the United States.

**PART III
SELF-INSPECTION, RECORDKEEPING AND REPORTING**

SECTION C: REPORTING

1. Occurrences that Must be Reported

Permittees shall report the following occurrences:

- (a) Visible sediment deposition in a stream or wetland.
- (b) Oil spills if:
 - They are 25 gallons or more,
 - They are less than 25 gallons but cannot be cleaned up within 24 hours, or
 - They cause sheen on surface waters (regardless of volume), or
 - They are within 100 feet of surface waters (regardless of volume).
- (c) Releases of hazardous substances in excess of reportable quantities under Section 311 of the Clean Water Act (Ref: 40 CFR 110.3 and 40 CFR 117.3) or Section 102 of CERCLA (Ref: 40 CFR 302.4) or G.S. 143-215.85.
- (d) Anticipated bypasses and unanticipated bypasses.
- (e) Noncompliance with the conditions of this permit that may endanger health or the environment.

2. Reporting Timeframes and Other Requirements

After a permittee becomes aware of an occurrence that must be reported, he shall contact the appropriate Division regional office within the timeframes and in accordance with the other requirements listed below. Occurrences outside normal business hours may also be reported to the Department's Environmental Emergency Center, personnel at (800) Reporting Timeframes (After-Discovery) and Other Requirements

Category	Reporting Timeframes (After-Discovery) and Other Requirements
(a) Visible sediment deposition in a stream or wetland	<ul style="list-style-type: none"> • Within 24 hours, an oral or electronic notification. • Within 7 calendar days, a report that contains a description of the sediment and action taken to address the cause of the deposition. Division staff may waive the requirement for a written report on a case-by-case basis. • If the stream is named on the NC 303(d) list as impaired for sediment-related causes, the permittee may be required to perform additional monitoring, inspections or apply more stringent practices if staff determine that additional requirements are needed to assure compliance with the federal or state impaired-waters conditions.
(b) Oil spills and releases of hazardous substances per Item 1(B)-(C) above	<ul style="list-style-type: none"> • Within 24 hours, an oral or electronic notification. The notification shall include information about: the date, time, nature, volume and location of the spill or release.
(c) Anticipated bypasses [40 CFR 122.41(m)(3)]	<ul style="list-style-type: none"> • A report at least ten days before the date of the bypass, if possible. The report shall include an evaluation of the anticipated quality and effect of the bypass.
(d) Unanticipated bypasses [40 CFR 122.41(m)(3)]	<ul style="list-style-type: none"> • Within 24 hours, an oral or electronic notification. • Within 7 calendar days, a report that includes an evaluation of the quality and effect of the bypass.
(e) Noncompliance with the conditions of this permit that may endanger health or the environment [40 CFR 122.41(i)(7)]	<ul style="list-style-type: none"> • Within 24 hours, an oral or electronic notification. • Within 7 calendar days, a report that contains a description of the noncompliance, and its causes; the period of noncompliance, including exact dates and times, and if the noncompliance has not been corrected, the anticipated time noncompliance is expected to continue; and steps taken or planned to reduce, eliminate, and prevent recurrence of the noncompliance. [40 CFR 122.41(i)(6). • Division staff may waive the requirement for a written report on a case-by-case basis.



K D Phillipie LCID – Operational Buffer Restoration Planting Plan

K D Phillipie LLC

4115 Clapp Mill Rd – Burlington - Alamance County, North Carolina

Project No. 25-PHILLIPPIE-01

December 17, 2025

Vegetative Buffer Planting Plan

For Restoration of Operations Setback Area Following Removal of Temporary Sediment Basin

Project: K D Phillippie LCID

Applicant: K D Phillippie, LLC

Location: 4115 Clapp Mill Rd, Burlington, NC

Reference: Borrow Pit Construction Grading and Erosion Control Plan, Sheet 3 of 7

Temporary Feature: Temporary Sediment Basin immediately east of the borrow pit

Land Use Classification: Class I Use per *Alamance County UDO §6.5.2*

Purpose and Applicability

This Planting Plan is provided to address the deficiency identified by the Alamance County Planning Board regarding the presence of a temporary sediment basin (labeled on the plan set as “TEMP. SED. BASIN 1” and hereafter referred to as SB1) within the required 150-foot operations buffer. In accordance with the *Alamance County Unified Development Ordinance (UDO) §6.5.3, Subsection E – Operations Setback*, non-screening elements may not remain within the operations setback unless required by other permits. Because SB1 is a temporary erosion-control measure and *not* required to remain after stabilization of the borrow pit construction area, the area will be restored to a compliant vegetative buffer immediately upon decommissioning and removal of the basin. This Planting Plan provides the required restoration commitments, layout, species selection, spacing, and maintenance requirements to return the operations buffer to full compliance.

Applicable Ordinance Requirements

Per *Alamance County UDO §6.5.3, Subsection I – Landscaping & Screening, Class I* facilities must meet the following:

- Minimum Screening Width: 50 feet
- Required Vegetative Rows: Two (2) staggered rows of plantings
- Spacing: 8 - 10 feet on center
- Plant Size at Installation: 36 - 48 inches in height, 7-gallon minimum container size
- Mixed borders encouraged
- Existing vegetation may be credited at Planning Director discretion
-

The full 150-foot operations buffer far exceeds the required 50-foot minimum width for screenings; however, the restored planting area will meet all vegetative requirements within the first 50 feet interior to the boundary.

Location Requiring Restoration

The planting area is the portion of the operations setback that was temporarily disturbed for the installation of SB1, as shown on Sheet 3 of 7 of the Borrow Pit Construction Grading and Erosion Control Plan.

- The sediment basin is located immediately east of the borrow pit
- The remainder of the areas within the 150-foot buffer but outside of the boundaries of SB remains undisturbed and vegetated
- Upon basin removal, the disturbed footprint will be restored with plantings meeting all Class I screening standards.

Planting Design

Arrangement

The restored buffer will consist of two staggered rows, aligned parallel to the operations boundary.

- Row spacing: 10–12 feet between rows
- Plant spacing: 10 feet on center within each row
- Pattern: Alternating evergreen and native species to achieve visual density and year-round opacity

This layout provides immediate screening while promoting long-term growth and stability.

Species Selection (Class I Mixed Screening)

Species used will be hardy, regionally appropriate, low-maintenance, and capable of developing effective vertical screening.

Primary Evergreen Species (Core Screen Layer ~60% of total)

Pinus Taeda (Loblolly Pine) – fast-growing evergreen conifer, open to moderately dense, 60-90 ft mature height

Secondary Evergreen / Large Shrub Layer (~25% of total)

Ilex Opaca (American Holly) – native, evergreen, excellent winter screening, 40-60 ft mature height

Native Deciduous Shade Trees (~15% of total)

(Added for mixed border diversity, per UDO recommendation)

Liquidambar Styraciflua (Sweetgum) – fast-growing native deciduous shade tree, hardy and adaptable for mixed border diversity, 60-75 ft mature height

These species collectively provide height, evergreen coverage, biodiversity, stormwater absorption, and long-term stability.

Quantities and Densities

(Final numbers will be confirmed upon measurement of disturbed linear footage.)

Vegetative density shall be:

Vegetative density shall be provided in two rows spaced at 10 feet, resulting in an approximate density of 0.10 plants per linear foot per row, or approximately 0.20 plants per linear foot total.

Project Calculation

For the 350 linear feet of buffer disturbance, approximately **70 total plants** shall be provided, distributed as follows:

- Approximately **42 evergreen trees**
- Approximately **18 holly or large evergreen shrubs**
- Approximately **10 deciduous shade trees**

Quantities can be adjusted based on field conditions and installer recommendations while retaining ordinance compliance.

Installation Procedure Sequence

- Remove SB1 after DEMLR confirms stabilization of the borrow pit area
- Regrade and smooth the disturbed buffer area to match adjacent contours
- Apply 4 inches of topsoil where needed to establish suitable planting conditions
- Install temporary ground stabilization (e.g., straw or matting) as applicable based on slope
- Install vegetation according to spacing and layout noted above:
 - All plants in 7-gallon minimum containers
 - All plants 36-48 inches tall at installation
 - Evergreen species primarily in the first row (outermost from borrow pit and closest to property line) to maximize visual screening
- Install 3 inches of hardwood mulch around each plant
- Perform initial watering immediately after planting

Maintenance and Establishment Period

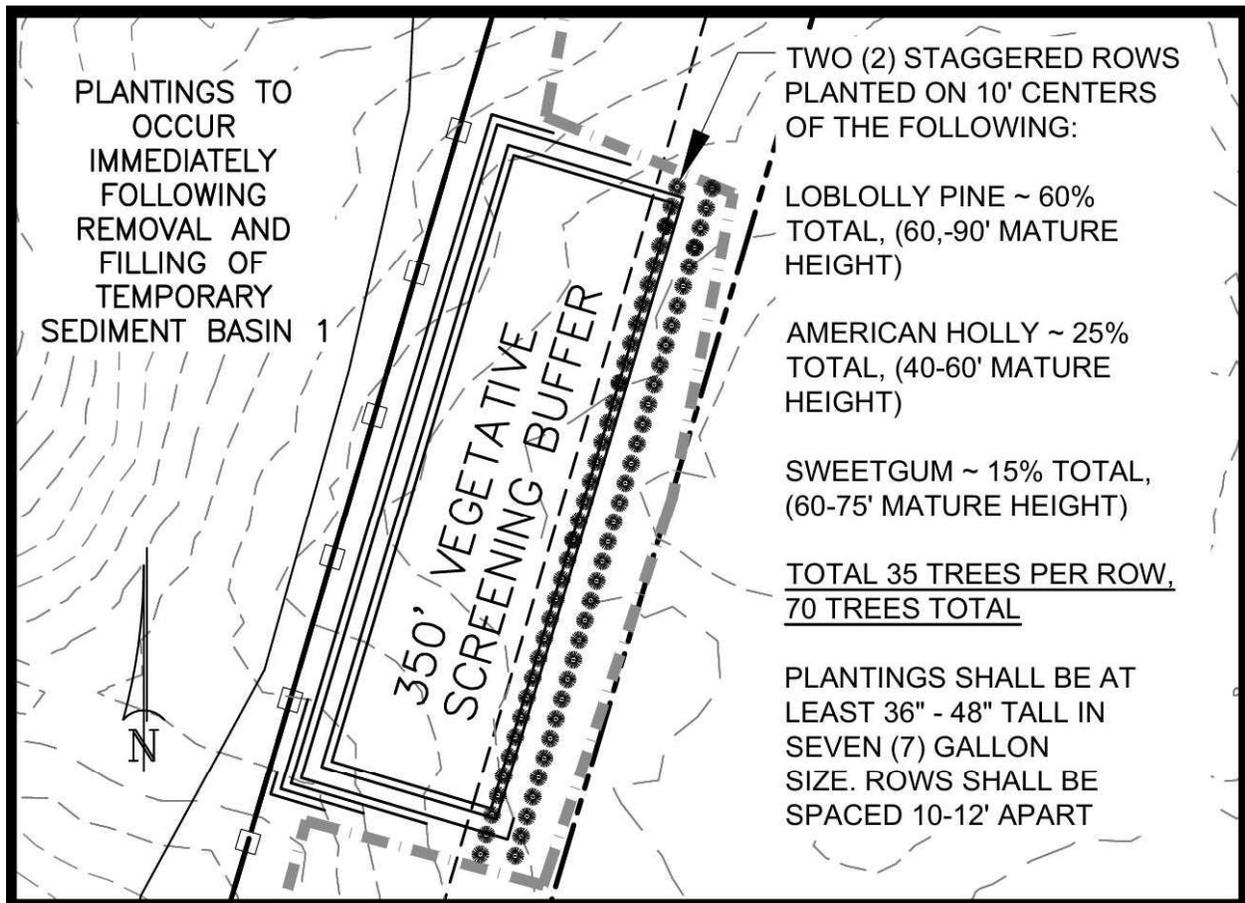
A two-year establishment period will be observed:

- Irrigation or supplemental watering during the first growing season
- Biannual inspections for mortality, erosion, or invasive species
- Replacement of any dead plants during the next growing season
- Limited mowing or disturbance within the buffer; natural vegetative succession encouraged beyond initial rows

Conclusion & Compliance Statement

Once SB1 is removed, the Applicant will restore the disturbed area of the operations setback to a UDO-compliant Class I vegetative screening buffer, consisting of two staggered rows of mixed plantings at 10 feet on center, 36 - 48 inches tall, 7-gallon minimum size, as required.

This restoration ensures that the 150-foot operations buffer will contain a fully compliant vegetative screen and will no longer contain any operational or nonpermitted elements.





WETLAND
SOLUTIONS LLC

P.O. Box 244 Bunnlevel, NC 28323 - (910) 890-2779

MEMORANDUM

Jesse Wilson
Wilson Engineering Group

Date: December 5, 2025

Subject: Wetland Investigation on 4115 Clapp Mill Road
PIN: 8841564064

Dear Mr Wilson,

A site investigation and wetland delineation based upon section 404/401 of the Clean Water Act has been conducted for the above referenced property, located at 4115 Clapp Mill Road, Burlington, Alamance County, North Carolina (“site”). The purpose of this investigation was to determine the existence and extent of areas that exhibit the characteristics of jurisdictional wetlands under Section 404 of the Clean Water Act. All wetland investigations were completed in accordance with the 1987 US Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0).

This report represents my professional opinion that no areas meeting the required criteria for jurisdictional wetlands were observed within the proposed Areas of Operation (Phases I and II) on the project site. While a jurisdictional stream is present on the southern perimeter of the property, neither the stream or the 100-foot stream buffer are located within any of the proposed Operations Areas. The criteria used to assess for jurisdictional wetlands include hydric soils, hydrophytic vegetation and wetland hydrology. We have provided a map of the top of bank delineation for the jurisdictional streams within the project area. As shown on the map, the proposed disturbances are outside of the 100 foot stream buffer. If you prefer, Wetland Solutions can pursue concurrence by the US Army Corps of Engineers or the NC Department of Environmental Quality; Division of Water Resources.

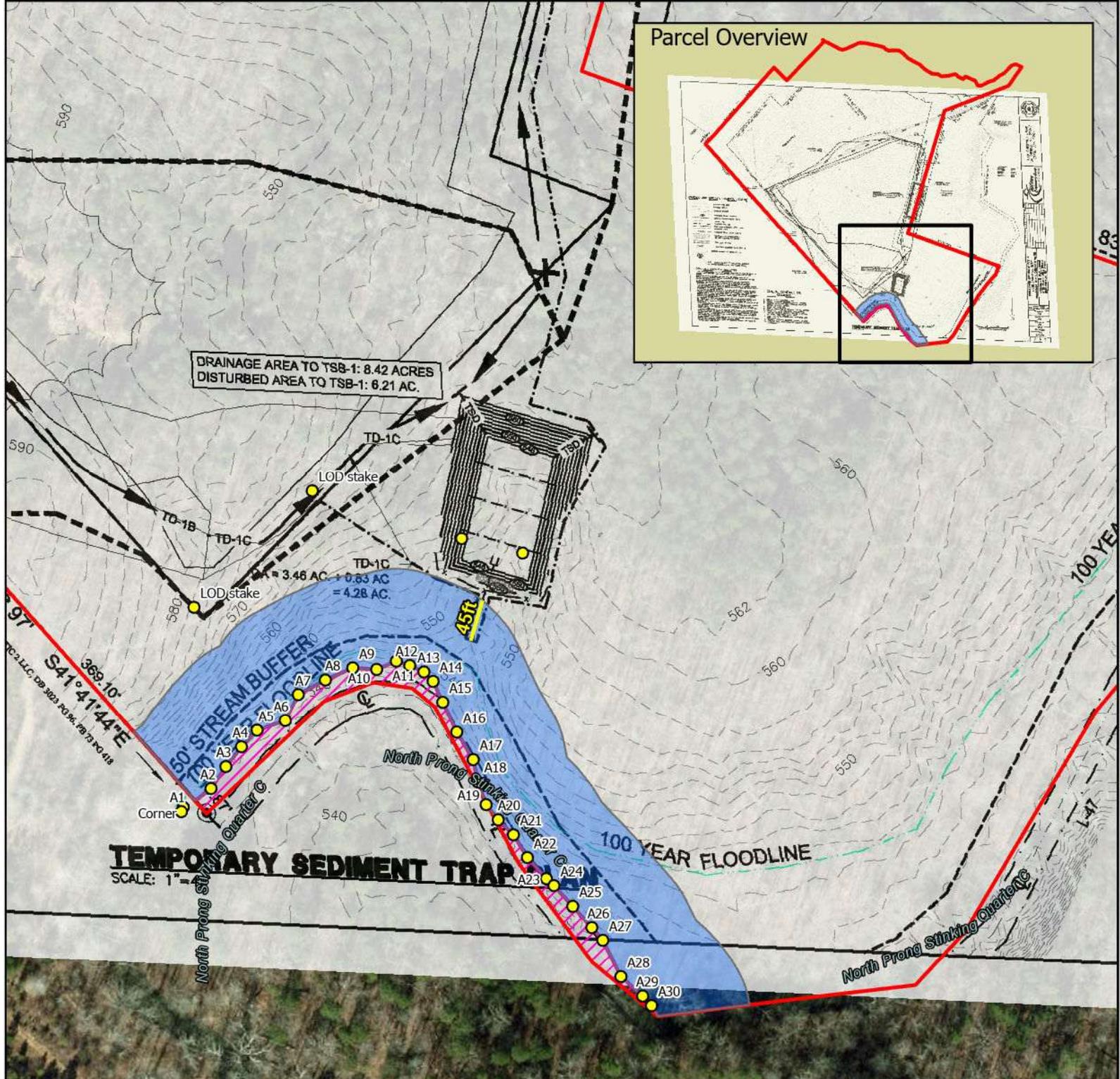
I appreciate the opportunity to provide this service and trust that you will feel free to call on me again in the future. If you have any questions or need additional information, please contact me at your convenience.

Sincerely,

Adam Carter
Senior Environmental Scientist

Wetland Solutions, LLC
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Bunnlevel, NC 28323
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Adam@WetlandNC.com
www.WetlandNC.com
(910) 890-2779



- Delineation Flags
- Clapp Mill Road Parcel ~ 92.29 acres
- Top of Bank (North Prong Stinking Quarter Creek)
- Outflow Overlap ~ 45'
- Top of Bank 100' Buffer



Project Name: 4115 Clapp Mill Road
 Location: Burlington, Alamance County, NC 27215
 PIN: 8841564064
 Wetland Delineation Map



Figure: 2
 Dec 5, 2025

Alamance County Planning Department

Matthew Hoagland, Planning Director
201 W. Elm Street, Graham, NC 27253
Phone: (336) 570-4053 | Email: Matthew-Hoagland@Alamance-NC.com

MEMORANDUM

To: Alamance County Planning Board
From: Planning Director Matthew Hoagland
Re: Phillippie LCID Landfill Construction Activities
Site Visit Date: Tuesday, December 16, 2025
Memo Date: Wednesday, December 31, 2025

During the November 13, 2025 meeting, the Planning Board requested further information regarding any ongoing “construction activities” in pursuit of the Phillippie LCID Landfill Intent-to-Construct Permit on the property at 4115 Clapp Mill Road, Burlington.

Section 6.5.4.B. of the Alamance County Unified Development Ordinance states: “An Intent-to-Construct Industrial Development Permit shall be required before the owner or operator of a regulated industry commences any construction activities.”

Article 7 of the Alamance County Unified Development Ordinance defines “Construction Activities” as follows: *“Any studies, investigations, improvements, or other activities undertaken at the site of a proposed regulated industry pertaining to the construction, placement, erection, or establishment of the same, including but not limited to surveys, soil and other environmental tests, clearing and grading, pouring footers or pads, placing building materials or equipment at the site, locating or constructing buildings, structures, or other improvements, or any other similar activities, except those similar activities constitute operations as defined in this ordinance.”*

The applicant requested that Alamance County Planning Department staff conduct a site inspection on Tuesday, December 16, 2025. A site inspection was then conducted by Planning Director Matthew Hoagland and Planner II Jonathan Grace at approximately 2:45 p.m. that day. Applicant Kenneth Phillippie and Caleb Hall from Wilson Engineering Group were also present during this site inspection.

The result of this site inspection was that Alamance County Planning Department staff found no ongoing “construction activities” in pursuit of the Intent-to-Construct Permit to be taking place on the property.

PART XII. ABANDONED, JUNKED, AND NUISANCE MOTOR VEHICLES

Section 6.12.1 Jurisdiction and Purpose..... p. 2

Section 6.12.2 Applicability p. 2

Section 6.12.3 Exceptions to Applicability p. 2

Section 6.12.4 Regulation of Junked Motor Vehicles p. 2

Section 6.12.5 Enforcement Procedures p. 3

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Section 6.12.7 Disposition of Removal Vehicles p. 5

Section 6.12.8. Automobile Graveyards and Junkyards p. 5

Section 6.12.9 Stream Buffers p. 7

Section 6.12.10 Advertisements on Screeningp. 7

Section 6.12.11 Remedies and Penalties for Violation p. 7

Section 6.12.12 Variance Procedurep. 8

Section 6.12.13 Appeals Procedure p. 8

6.12 Abandoned, Junk and Nuisance Motor Vehicle

6.12.1 JURISDICTION AND PURPOSE

This section governs the storage, removal and disposal of abandoned, junked, and nuisance motor vehicles on public grounds and private property that fall within Alamance County's ordinance-making jurisdiction.

The purpose of this section is to preserve the aesthetic quality of, to promote the health and safety of citizens, and to minimize impacts on incompatible uses within Alamance County.

6.12.2 APPLICATION APPLICABILITY

- a) A property owner may store up to three (3) junked motor vehicles, as defined by this ordinance, on a given parcel of land at any time, provided that the vehicle does not pose an immediate threat to public health or create a public safety hazard. ~~Junked motor vehicles shall be kept behind the main structure or house located on the property and shall be covered with a "Car Cover", as defined by this ordinance, or with a heavy canvass covering that is properly secured. However, it shall be unlawful for the registered owner or person entitled to possession of a motor vehicle to cause or allow such vehicle to become a hazard to the public health, safety, or welfare.~~

6.12.3 EXCEPTIONS TO APPLICABILITY

- a) This Ordinance does not apply to any vehicle in an enclosed building, or roofed shelter, or to any vehicle on the premises of a business enterprise being operated in a lawful place and manner if the vehicle is necessary to the operation of the enterprise, such as in the case of a bona fide automobile graveyard or junkyard.
- b) Restoration of "Antique Motor Vehicles", as defined by this ordinance, shall be considered an exception.
- c) This Ordinance does not apply to any vehicle in an appropriate storage place or depository maintained in a lawful place and manner by the County.
- d) This Ordinance does not apply to any motor vehicles that are being used on a regular basis for business, farm, or personal use.

6.12.4 REGULATION OF JUNKED MOTOR VEHICLES

Junked motor vehicles shall be kept behind the main structure or house located on the property and shall be covered with a "Car Cover", as defined by this ordinance, or with a heavy canvass covering that is properly secured.

Where the layout of a lot or other unique circumstances makes it impossible to store junked motor vehicles behind a main structure or house, such vehicles must be stored in the most discreet manner possible. The intent of such storage shall be to conceal the view of the vehicle(s) from any public or private road and from any neighboring property to the maximum extent possible.

When car covers or canvases become worn, damaged, or generally ineffective to conceal a vehicle, the property owner shall replace it with an effective cover or canvas.

- ~~b) It shall be unlawful for the registered owner or person entitled to possession of a motor vehicle to cause or allow such vehicle to become a hazard to the public health, safety, or welfare.~~

6.12.5 ENFORCEMENT PROCEDURES

Upon receiving any valid complaint related to the unlawful storage of junked motor vehicles, the Planning Director, or their designee, shall act in accordance with Article 4 of this Ordinance.

- ~~b.~~ The Administrator may enter ~~on~~ any premises within the County's ordinance-making jurisdiction by any lawful means at any reasonable hour to determine if any vehicles are abandoned, junked, and/or nuisance motor vehicles.
- ~~c.~~ Upon investigation, the Administrator may determine that a motor vehicle is an abandoned, junked, and/or nuisance motor vehicle as defined herein. ~~The Administrator and~~ may order the motor vehicle removed to a storage garage or area that has been approved by the Board of Commissioners ~~of Alamance County.~~
- ~~d.~~ It shall be unlawful for the registered owner or person entitled to possession of a motor vehicle, or for the owner, lessee, or occupant of the real property upon which the vehicle is located to leave or allow the vehicle to remain on the property after it has been declared an abandoned, junked, or nuisance motor vehicle.

6.12.5.1. Removal Procedures

- ~~e.~~ A vehicle may not be removed from private property without the written request of the owner, lessee, or occupant of the premises unless the Board of Commissioners or the Administrator has declared the vehicle to be a health or safety hazard.
- ~~f.~~ Alamance County may require a person requesting the removal from private property of any abandoned or junked motor vehicle to indemnify the County against any loss, expense, or liability incurred through the removal, storage, or sale of the vehicle.

6.12.3 EXCEPTIONS AND APPLICABILITY

- e) ~~This Ordinance does not apply to any vehicle in an enclosed building, or roofed shelter, or to any vehicle on the premises of a business enterprise being operated in a lawful place and manner if the vehicle is necessary to the operation of the enterprise, such as in the case of a bona fide automobile graveyard or junkyard.~~
- f) ~~Restoration of "Antique Motor Vehicles", as defined by this ordinance, shall be considered an exception.~~
- g) ~~This Ordinance does not apply to any vehicle in an appropriate storage place or depository maintained in a lawful place and manner by the County.~~
- h) ~~This Ordinance does not apply to any motor vehicles that are being used on a regular basis for business, farm, or personal use.~~

6.12.4 6.12.5.2. Required Pre-Towing Notice

- a) Except as set forth in ~~Section 10~~ subsection 6.12.5.3 below, an abandoned, junked and/or nuisance motor vehicle which is to be removed shall be towed only after notice has been given to the registered owner or to the person entitled to possession of the motor vehicle. If the names and mailing addresses can be ascertained in the exercise of reasonable diligence, notice shall be given by certified first class mail, return receipt requested. If such names and addresses cannot be ascertained, notice shall be given by affixing on the windshield or some other conspicuous place on the vehicle a notice indicating that the vehicle will be removed by the County on or after a specific date. This date will be no sooner than seven (7) days after the notice is mailed or affixed to the vehicle, unless the vehicle is removed by the owner or legal possessor prior to that time.
- b) The notice required by Subsection (a) shall provide written findings of fact as to why the motor vehicle has been declared an abandoned, junked, or nuisance motor vehicle by the Administrator. This notice shall also state that the vehicle will be removed seven days after the postmarked date or affixation of the notice unless removed prior to that time.
- c) The notice required by Subsection (a) shall provide information on the availability of the appeal process that is set forth below in ~~Section~~ subsection 6.12.6.

6.12.5 6.12.5.3 Exception to Pre-Towing Notice Requirement

- a) The requirement that notice be given prior to the removal of an abandoned, junked, and/or nuisance motor vehicle may, as determined by the Administrator, be omitted in those circumstances where there is a special need for prompt action to eliminate traffic obstructions or to otherwise maintain and protect ~~the~~ public safety and welfare. This includes, but is not limited to, situations that include vehicles blocking or obstructing ingress or egress to businesses and residences, vehicles parked in such a location or manner as to pose a traffic hazard, and vehicles causing damage to public or private property. Such findings shall be documented in written form by the Administrator and included in the post-towing notice required by ~~Section 12~~ subsection 6.12.5.4 of this Ordinance.

~~6.12.6~~ **6.12.5.4 Required Post-Towing Notice**

- a) Any abandoned, junked, and/or nuisance motor vehicle which has been ordered removed may be towed to a storage garage or area by the tow truck operator or towing business contracting to perform such services for the County.

- b) Whenever a vehicle with a valid registration plate or registration is removed, the Administrator shall immediately notify the last known registered owner of the vehicle. This notice shall include the following:
 - A description of the removed vehicle;
 - The name, address, and contact number for where the vehicle is stored;
 - The violation with which the owner is charged, if any;
 - The procedure which the owner must follow to redeem the vehicle; and
 - The procedure to be followed in order to request a probable cause hearing on the towing.

~~6.12.7~~ **6.12.6 UNLAWFUL REMOVAL OF IMPOUNDED VEHICLES**

It shall be unlawful for any person to remove or attempt to remove any vehicle which has been impounded pursuant to this Ordinance from any facility designated by Alamance County for the storage of towed abandoned, junked, and/or nuisance motor vehicles unless and until all towing and storage fees have been paid or a bond in lieu of fees has been posted.

~~6.12.8~~ **6.12.7 DISPOSITION OF REMOVAL VEHICLES**

Any abandoned, junked, and/or nuisance motor vehicle which is not claimed by the owner or other person legally entitled to possession may be disposed of by the County or tow truck operator or towing business which has custody of the vehicle. Disposition of such vehicle shall be carried out in coordination with the County and in accordance with Article 1 of Chapter 44A of the North Carolina General Statutes.

~~6.13~~ **6.12.8 AUTOMOBILE GRAVEYARDS AND JUNKYARDS**

This section shall apply to properties which store four (4) or more junked motor vehicles, as defined by this ordinance, and to the operators of business that deal with such vehicles. Uses may include used car lots, junkyards, automobile graveyards, and similar operations.

~~6.13.1~~ **6.12.8.1 Permit Required For Automobile Graveyards and/or Junkyards Requirements**

It shall be unlawful after the effective date of this Ordinance, for any person, firm, or corporation or other legal entity to operate or maintain in any unincorporated area of Alamance County an automobile graveyard without a permit issued in accordance with the provisions of this Ordinance. A permit shall be issued by Alamance County or its agents upon showing of compliance with this Ordinance. The permit shall be valid for a period of three (3) years and may be renewed thereafter unless revoked for the nonconformance to this Ordinance.

~~6.13.2~~ **6.12.8.2 Screening and Fencing**

All automobile graveyards shall be screened by a fence or vegetation at all points where said fence or vegetation shall be necessary to screen the automobile graveyard from the view of persons from public roads or ~~so as~~ to create a barrier to the view of the public of said automobile graveyard except as provided in ~~Section 6.13.3 – Exceptions.~~ subsection 6.12.8.3 below.

A. Fencing

Fencing may be located along the perimeter of the property or in a way that only contains the vehicles related to the automobile graveyard or junkyard. Regardless of fence location, it shall be considered a violation of this ordinance to place junked vehicles outside of the fence once constructed.

Fencing shall be at least ten (10) feet in height and constructed to completely conceal vehicles from the view of the public and from neighboring properties. Fence materials may be metal, wood, or a composite material. In all cases, fencing materials shall be opaque and not allow for vehicles to be seen through the fence.

B. Vegetation

If vegetation is provided for screening, vegetation shall be of a type that will reach a minimum height of six (6) feet within three (3) years of planting, and shall be planted at intervals evenly spaced and in close proximity to each other so that a continuous, unbroken hedgerow (without gaps or open spaces) will exist to a height necessary to screen the automobile graveyard or junkyard from public view. A proposed plan for vegetation must be approved by designated Alamance County Agricultural Extension Service prior to planting. The hedgerow shall be maintained as a continuous, unbroken hedgerow for the period the property is used as an automobile graveyard. Screening is not required in front of the building.

Each owner, operator, or maintainer of an automobile graveyard to which this Ordinance applies shall utilize good husbandry techniques such as pruning, mulching and proper fertilization so that the vegetation will reach maturity as soon as is practical and will have maximum density in foliage. Dead or diseased vegetation shall be replaced at the next appropriate planting time.

C. Gates

The fence or vegetation shall have not more than two (2) gates and/or entrances on any street for the purposes of ingress and egress of motor vehicles. The gates shall be closed and securely locked at all times, except during business hours. The fence shall be maintained in good order and shall not be allowed to deteriorate.

6.13.3 6.12.8.3 Exceptions to Screening and Fencing

The following automobile graveyards are excepted from the Screening and Fencing Requirements:

- Automobile graveyards which are in a location that is: Greater than 1000 feet from the nearest edge of right-of-way of any public road; or
- Those automobile graveyards which are screened by natural objects, so as not to be visible from any public road at any season of the year; or
- Those unlicensed junk cars located in a fully enclosed structure; or
- Those automobile graveyards permitted by Article 12 of the North Carolina General Statute Chapter 136.

6.13.4 6.12.9 STREAM BUFFERS AND FLOOD ZONES

Any automobile graveyard which traverses or borders a perennial or intermittent stream must maintain a fifty (50) foot buffer of vegetation on both sides of the stream at all times to retard rapid water runoff and soil erosion and in which no automobile graveyard will be maintained. Perennial and intermittent streams are identified as solid blue lines and dotted blue lines on United States Geological Survey Maps.

No automobiles or automotive parts may be stored in any portion of a Special Flood Hazard Area, as defined by this Ordinance, when Automobile Graveyards and Junkyards are operated on such properties.

6.13.5 6.12.10 ADVERTISEMENTS ON SCREENING

Screening required by this ordinance shall not be used for bill postings or other advertising purposes, except that a space not larger than six feet by twelve feet may be used for the advertisement of the business of the owner thereof.

6.13.6 6.12.11 REMEDIES AND PENALTIES FOR VIOLATION

- a) If any business is operated in violation of this Ordinance, in addition to other remedies, the County may institute an action for an injunction to stop the violation.
- b) The Alamance County ~~Inspections~~ Planning Department shall be responsible for enforcing the provisions of this Ordinance.

- e) Any person, firm, corporation or other entity who maintains or operates or who controls the maintenance or operation of an automobile graveyard in violation of this Ordinance shall be guilty of a misdemeanor pursuant to North Carolina General Statute §14-4 and subject to prosecution, and if convicted, shall be punished by a fine ~~not to exceed \$50~~ in accordance with Article 4 of this Ordinance, or by imprisonment not to exceed thirty (30) days, or both, in the discretion of the Court. Each day that said automobile graveyard shall be maintained or operated in violation of this Ordinance shall constitute a separate and distinct offense.
- d) The Alamance County ~~Inspections~~ Planning Department shall have the power to revoke the permit required by ~~Section Three~~ of this ordinance. When the ~~Inspections~~ Department intends to revoke the permit, it shall serve the permittee with a notice of revocation. The permittee may appeal the revocation as provided in ~~Section Eleven~~ subsection 6.12.12 below. The permittee may continue operating ~~his~~ their business pending an appeal ~~under Section Eleven~~ in accordance with N.C. Gen. Stat. 160D-405(f).

~~6.13.7~~ 6.12.12 VARIANCE PROCEDURE

- a) The Board of Adjustment may authorize variances from the provisions of this ordinance ~~regarding required screening~~ where there are practical difficulties or particular hardships in the way of carrying out the strict letter of the provisions of this ordinance. All requests for a variation shall be in writing and submitted to the Planning Department- and processed in accordance with Section 2.3 of this Ordinance, N.C. Gen. Stat. § 160D-406, and any other applicable law.
- b) ~~Notice:~~ All decisions on variances by the Board of Adjustment shall be reached only after a quasi-judicial hearing and after notice has been given by certified mail to the applicant and to any parties who may be reasonably able to claim standing in accordance with N.C.G.S. § 160D-1402(c). Such notice shall contain the address or location of the property for which a hearing by the board is sought, as well as a brief description of the nature of the application.

~~6.13.8~~ 6.12.13 APPEAL PROCEDURE

The revocation of any permit or the refusal to issue a permit ~~by the Alamance County Inspections Department~~, shall entitle the person who applied for the permit to a hearing if such person submits written demand for a hearing within ~~fifteen (15)~~ thirty (30) days after receipt of written notice of the disapproval or revocation. The hearing shall be conducted by the Alamance County Board of Adjustment ~~and pursuant to procedures adopted by the Alamance County Board of Commissioners~~ in accordance with Section 2.3 of this Ordinance, N.C. Gen. Stat. § 160D-405, and any other applicable law.

PART XIV. RECREATIONAL VEHICLES

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6.14 Recreational Vehicle (RV) / Travel Trailer Parks

6.14.1 PURPOSE AND APPLICABILITY

The purpose of this section is to regulate the placement of Recreational Vehicles (RVs) within Alamance County in order to promote the public health, safety, and general welfare of the citizens of the county and to attempt to abate nuisances that may arise from the use of such vehicles.

Additionally, these regulations shall ensure that adequate roadways, fire safety, emergency access, off-street parking, utilities (water, sewer, and electricity), solid waste disposal, recreation, and privacy are provided to residents who occupy recreational vehicles on individual lots or in recreational vehicle parks.

All RV parks must be contained within the same parcel of land, and no uses shall be allowed on the property unless they are incidental and in support of the RV Park, as detailed in Section 6.14.3 below. Clustering of spaces within RV parks is not permitted.

6.14.2 RV PARK DEVELOPMENT SPECIFICATIONS STANDARDS

A. Minimum Space Size Dimensional Requirements

1. Service based Size Requirements

<u>Services Provided</u>	<u>Minimum Space Size</u>
<u>Recreational Vehicle requirements</u>	<u>2,400 square feet</u>

2. RV Parks located in the Balance of Watershed (BOW) shall have a minimum manufactured home space size of one acre.

3. RV Parks located in the Watershed Critical Area (WCA) of watersheds shall have a minimum manufactured home space size of two acres.

1. The minimum space required for any Recreational Vehicle within a park shall be 2,400 square feet. One parking space, as required by Subsection D below, may be included within this 2,400 square-foot area in addition to the space reserved for the Recreational Vehicle.

2. RV Park development within any Balance of Watershed area may not exceed more than twelve (12) percent built-upon area per net acre of land.

3. RV Park development within any Critical Area of a Watershed may not exceed more than six (6) percent built-upon area per net two (2) acres of land.

4. Spaces within Recreational Vehicle/Travel Trailer Parks (collectively referred to in this section as “Parks”) are not transferable lots that can be deeded or sold except by an approved subdivision plat. Approved RV Park plans are not to be construed as a subdivision.

*NOTE: Additional acreage may be required by the Alamance County Health Department to accommodate sewage disposal and well systems.

B. Road Standards

1. RV Parks shall have a “clearway” of 30 feet.
2. Within each designated clearway there shall be a “travelway.” The travelway shall be at least twenty (20) feet wide and be maintained for all weather and emergency vehicle access. Every travelway that does not either intersect a public road or intersect into another travelway must provide for a vehicle turnaround as follows:
 - a. ~~For dead ends less than~~ which are one hundred fifty (150') feet in length or less (as measured from the nearest road or travelway intersection centerline to the center point of the dead end, cul-de-sac, or other end point of the travelway) with there shall be a minimum width of twenty (20') feet or other configuration as approved by the appropriate regulating agency.
 - b. ~~For cul-de-sacs more than~~ dead ends which are one hundred fifty (150') feet in length to five hundred (500) feet in length (as measured from the nearest road or travelway intersection centerline to the center point of the dead end, cul-de-sac, or other end point of the travelway) with there shall be a minimum cul-de-sac width of at least ninety-six (96') feet at the end of the road or other turnaround configuration as approved by the appropriate regulating agency Alamance County Fire Marshal.
 - c. For dead ends which are five hundred and one (501) feet in length to seven hundred and fifty (750) feet in length (as measured from the nearest road or travelway intersection centerline to the center point of the dead end, cul-de-sac, or other end point of the travelway) there shall be a minimum cul-de-sac width of at least ninety-six (96') feet at the end of the road or other turnaround configuration as approved by the Alamance County Fire Marshal.
 - d. ~~No cul-de-sac or other dead-end road shall exceed~~ two thousand, five hundred (2,500') feet in length as measured from the nearest road or travelway intersection centerline to the center point of the dead end, cul-de-sac or other end point of the travelway.
3. All primary entry travelways must originate from a public right-of-way.

4. ~~These standards are a minimum and will be subject to review and approval by the appropriate agency. Private Roads or other access easements may not originate from an RV Park travelway. Travelway use shall be reserved only for guests of the RV Park and in support of the accessory uses related to the RV Park.~~

C. Space Frontage

~~1. Recreational Vehicle~~

~~Each designated recreational vehicle (also referred to as RV) RV space shall have a minimum width of forty (40') feet of frontage on along the travelway.~~

D. Parking

~~1. Recreational Vehicle~~

~~Each RV space Park shall provide for two (2) designated parking spaces outside of the clearway; ~~one~~ One parking space may be met at an overflow parking area on the same parcel as the space of land as the RV Park. One parking space may be met within the allotted 2,400 square feet dedicated to each RV space.~~

~~Each parking space at any location shall have a minimum dimension of at least twenty (20') feet in length and ~~10' nine (9) feet in width, with minimum 4" of ABC (aggregate base-course) stone.~~ Spaces designated for handicap, parallel, or diagonal parking may be larger if necessary.~~

~~All parking surfaces shall be paved, graveled, or filled with other solid materials as to ensure the integrity of vehicular load, provide for stable and accessible parking, and prevent erosion and vegetative overgrowth.~~

E. Setbacks, Landscaping, and Buffering

~~The following setbacks are established for units within RV parks:~~

~~The separation requirements of the ordinance ~~is~~ are intended to protect property values, preserve the character and integrity of the County and to promote the health, safety and welfare of County residents. Landscaping requirements are intended to ensure that park developments preserve the rural and natural setting common to the area. Buffers are intended to protect adjoining land uses, from the noise, dust, lights, threats to privacy, and aesthetic impacts of more intense land uses.~~

Structure setbacks	Min. distance 15 feet between structures on adjacent lots
Property Line Setback	Min. 40 ft. setbacks along all property lines
Landscape Buffer	Min. 30 ft. landscape buffer (can be within the 50 ft. property line setback)
Along public right of way	All spaces adjacent to public right of way shall meet a min. 40 ft. Setback
Landscaping	A 30' landscape buffer shall be required along exterior parcel lines. Buffers are intended to protect adjoining land uses, from the noise, dust, lights, threats to privacy, and aesthetic impacts of more intense land uses.
Landscape Buffers	If any portion of any park is BOTH within 300 feet AND visible from any schools, churches or residences (other than that of the park owner), then the park owner will be required to install additional screening from view with a buffer strip or screened fence, along the boundary line facing the residence. For the purpose of this ordinance, a screened fence must be at least six feet high and of opaque material. Please see Appendix B for suggestions and guidelines for general screening. The buffer requirement may also be satisfied by existing natural vegetation meeting the intent of this ordinance provided that the natural vegetation is owned by the park owner. Whether to install a screened fence or a landscaping buffer to meet this requirement is up to the park owner. Landscape Buffers are not required across a public thoroughfare.
Screening	Any park with RVs or manufactured homes located within 50 feet of a public right of way shall be screened from view from the public road with a buffer as defined by this ordinance. In addition, any park with more than five RVs or manufactured homes adjacent to a public road right of way that do not have direct, individual driveway access to the public road shall be buffered from view from the road by a buffer defined by this ordinance. The buffer requirement may be satisfied by a screen fence defined as at least six feet in height and made of opaque materials. The buffer requirement may also be satisfied by existing natural vegetation meeting the intent of this ordinance provided that the natural vegetation is owned by the park owner.

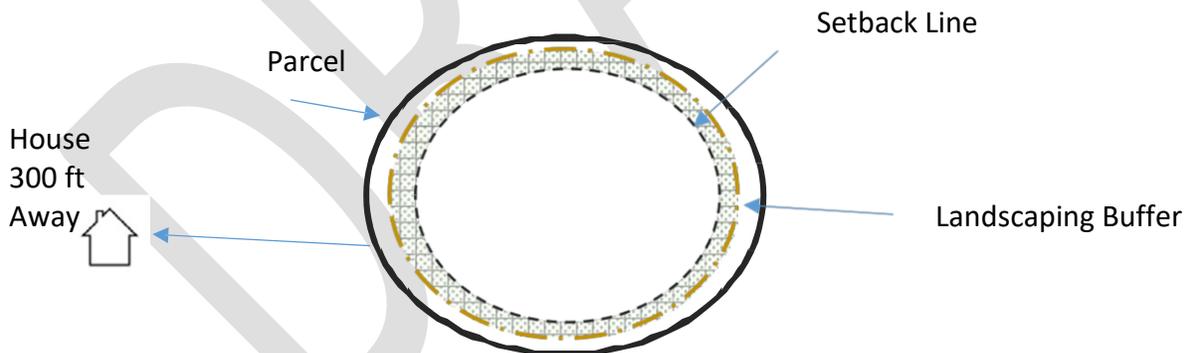
~~*Note: Persons operating parks shall utilize good husbandry techniques with regard to plant materials including but not limited to proper planting at 8ft on center double row staggered plantings, mulching, fertilization, pruning and otherwise proper maintenance to ensure a healthy, uniform, continuous solid vegetative screen as soon after planting as possible.~~

~~*Note: In all cases, each lot boundary should be clearly identified with corner markers.~~

All RV Park operations must abide by an internal forty (40) foot setback spacing from all property lines.

If any portion of the development exists within fifty (50) feet of a public road then a landscaping buffer of at least thirty (30) feet must be maintained along the perimeter of the park. This buffer may exist within the forty (40) foot setback area. For suggestions and guidelines on vegetation and planting, please see Appendix B of this Ordinance.

Buffer requirements may also be satisfied by existing natural vegetation meeting the intent of this ordinance provided that the natural vegetation is owned by the park owner and within the setback spacing area. If natural vegetation is used, the Planning Director, or their designee, shall conduct a site visit in order to determine the effectiveness of the vegetation and reduce the analysis to writing. That analysis shall then be delivered to the applicant and kept on file with the other documents related to the RV Park development.



F. Land Spacing Land Use Spacing & Protected Facilities

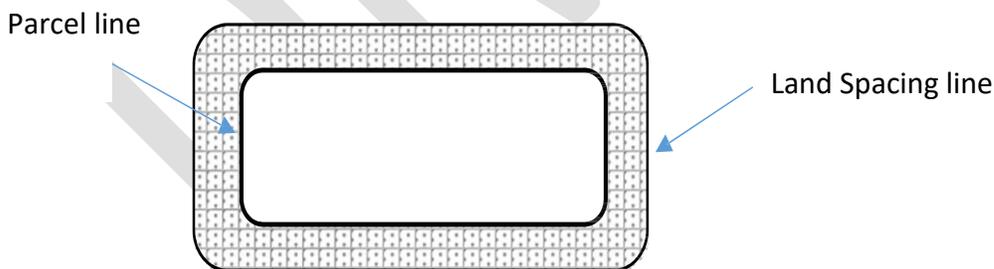
Uses regulated by this section shall be required to meet a minimum spacing requirement from any “protected facility” as defined by this section. Land use spacing shall be measured in a straight line without regard for intervening structures or objects from the closest edge of the property line of the tract(s) on which the RV park is located to the nearest improvement currently in use as a protected facility. The purpose of this requirement is to minimize the potential negative impacts of conflicting uses of land.

For the purpose of this section, the following shall be considered “protected facilities”:

1. A religious Facility
2. A Manufactured Home Park
3. A Recreational Vehicle/Travel Trailer Park
4. A public or privately-owned park or playground
5. A school
6. A dwelling unit

Exception: an RV park may be located in any direction from the residence of the owner of the RV park. The following are the land spacing requirements for Recreational Vehicle Park defined by number of units. Land spacing requirements are to be measured from the property line of the RV park to the neighboring property-structure. As identified below:

Recreational Vehicle Park	
4 or more units	50 ft land spacing
<p>*NOTE: Land spacing shall be measured in a straight line without regard for intervening structures or objects from the closest edge of the property line of the tract(s) on which the area of operations is located to the nearest use as listed. The purpose of this requirement is to minimize the potential negative impacts of conflicting uses of land.</p>	
<p>Where strict application of these standards are not achievable, the RV Park owner at his/her discretion may consider a five feet tall landscaping berm. The berm must maintain a minimum 3:1 slope ratio. The required landscaping for the park shall be planted atop the berm to meet the requirements of this ordinance.</p>	



F. G. Signage

1. Each RV Park must display and maintain a permanent sign with the name and address as assigned according to Alamance County Addressing Ordinance. These signs shall be no more than ten (10) feet from each entrance. The sign shall be clearly visible with lettering at least four (4) inches high. If the sign is posted perpendicular to the main road, the name and address number shall be visible from both directions.

2. Each RV space shall be consecutively numbered as assigned according to the Alamance County Addressing Ordinance. Each space will display a sign no more than 10' from the unit's driveway or required parking area and will be clearly visible from the travelway. Numbers should be at least four (4") inches high. If the sign is posted perpendicular to the travelway, the address should be visible from both directions.

G. H. Garbage Disposal and General Maintenance

All garbage and refuse in every RV Park shall be stored in suitable water-tight and fly-tight standard garbage receptacles, and kept covered with tight fitting covers. At least one such receptacle shall be provided and conveniently located for every RV space except where a dumpster or dumpsters are conveniently located and used in the same manner as

separate receptacles. Operators are responsible for ensuring that the park is properly maintained according to all applicable ordinances.

H. I. Water and Sewage Disposal

All RV Parks will be subject to monitoring and enforcement of water quality standards. Each space shall be provided an individual connection to a water supply and wastewater disposal system approved by the appropriate regulatory authority. No site plan will be approved prior to review and approval by the appropriate regulatory authority.

~~**I. RV/Travel Trailer Park Exception**~~

~~One space may be used for a manufactured home for an administrator of the park with space meeting the minimum requirements required in the manufactured home park requirements.~~

E. J. Approval and Permitting

Approvals and permits issued under this section are valid for a period of two (2) years and shall automatically expire, unless renewed. A Permit renewal is required for each RV park; should a permit expire for a park the owner will apply for a new permit under current ordinance at that time.

1. Site Visit Required

A site visit must be conducted by the Alamance County Planning Department prior to issuing a renewed permit to ensure continued compliance with this ordinance. It is the responsibility of the permit holder to schedule a site visit with the Alamance County Planning Department.

2. Other Requirements

- a) Proof of continued compliance with all requirements of this Ordinance and maintenance of all required permits.

- b) If the permitted location has been the subject of two or more enforcement actions within the renewal period, then the Planning Director, at their discretion, may require a public hearing before the Alamance County Planning Board prior to the renewal of the Permit.

6.14.2 CLUSTER DEVELOPMENT

~~Clustering of spaces within RV Parks is not permitted.~~

6.14.3 ACCESSORY USES

Accessory uses shall be directly related to RV park operations and designed to blend in with the park's natural surroundings. Such uses shall be clearly accessory to the principal use as a campground/RV park. Accessory uses may include developments such as management offices, owner's living quarters, recreational facilities, bathroom or shower facilities, dumping stations, laundry facilities, convenience stores, restaurants, maintenance sheds, and other structures clearly incidental to the operation of the park. These uses shall be permitted as accessory only and subject to the following conditions:

- The shall not occupy more than ten (10) percent of the gross area of the park;
- The use shall be restricted to the enjoyment of the occupants of the park and/or related park association members, not the general public, and;
- Such establishments shall present no visible evidence from any public road of their commercial character.

6.14.2.1. Owner/Operator Living Quarters

~~One space may be~~ Space may be used within the park for a single-family dwelling or manufactured home for an administrator of the park, with space meeting the minimum requirements required in the manufactured home park requirements. These residential developments must meet the required minimum lot size regulations of the Subdivision Ordinance or Watershed Protection Standards, if applicable, and be properly permitted to connect to a water well and septic system in accordance with Alamance County Health Department standards. Other spacing and access requirements may be the same as those enforced on RV spaces.

6.14.3 6.14.4 SITE PLAN REQUIREMENTS

Site plans shall be submitted for RV Parks as required by the Alamance County Planning Department. RV Parks located in a designated watershed in Alamance County shall also submit a site plan for review and approval per the Alamance County Watershed Protection Standards in this Ordinance.

All RV Park Site Plans are required to show, at minimum:

- Date of Submission
- Name and address of owner(s)
- Name of RV Park (RV Park names shall not duplicate or approximate, phonetically, existing subdivision/ Manufactured Home/ RV Park names)
- Location designation including a vicinity map (township, county, state) showing the property and surrounding area
- Name and address of surveyor or engineer
- Scale in figures and bar graph
- North arrow
- Bearings and distances of property boundary
- Surrounding property lines, property owners, and subdivisions
- Topography including water courses, wooded areas, and contours at 5' intervals or less
- Location, extent, and identification of marginal land
- Acreage of property within the park
- Total proposed number of spaces
- Square feet of each space
- Existing conditions (on property to be subdivided and within 300' of property being subdivided) including, but not limited to, boundaries and identification of political subdivisions, boundaries and identification of land use districts, buildings, structures, or utilities (public or community), street right-of-way (including pavement and names), location and size of bridges, culverts, and other storm drainage facilities, location, width, and purpose of all easements.
- Proposed conditions including travelway alignments, clearways, and all associated dimensions including cul-de-sacs, t-turnarounds, clear zone measurements, parking areas, curve radii and site distance measurements as needed, proposed utilities, and any other infrastructure and storm drainage facilities, all easements, manufactured home spaces including separation lines, numbers, and approximate dimensions of spaces and setbacks, and proposed public use (open space) sites.
- All landscape buffers for the park
- Any other information deemed necessary for site plan review by the Planning Department.
- Approval of any other departments or agencies as required for compliance with the requirements of this or any other ordinance.

~~6.14.4~~ 6.14.5 EXPANSION TO EXISTING DEVELOPMENT

Existing RV or Travel Trailer Parks which were approved under the prior Manufactured Home Parks ordinance shall be considered legal nonconformance subject to Section 3.2 of this ordinance.

6.14.6 RECREATIONAL VEHICLES ON INDIVIDUAL LOTS

Recreational Vehicles may be used as a Temporary Residence as long as they are properly permitted under Section 6.1.6 of this Ordinance.

Recreational Vehicles which are simply stored on individual lots and not intended for use as a Temporary Residence or within a Recreational Vehicle Park shall be viewed as personal property and not subject to the regulations of this Ordinance. Such RVs may be connected to an electrical power source without obtaining a Temporary Residence Permit as long as no person will live in the RV for a period of more than thirty (30) days and with the approval of the Building Inspections Department.

Recreational Vehicles stored as personal property must be kept in good working order or may be regulated as Junked Motor Vehicles in accordance with Section 6.12 of this Ordinance.

DRAFT

ARTICLE 7 | DEFINITIONS

7.1 Word Usage

For the purpose of this Ordinance:

- a) Certain terms and words are hereby defined;
- b) Words used in the present tense shall include the future;
- c) Words used in singular number shall include the plural number, and the plural shall also include the singular;
- d) The word “person” includes a firm, association, corporation, Municipal Corporation, trust, and company as well as the individual;
- e) The word “structure” shall include the word “building;”
- f) The word “lot” shall include the words, “plot,” “parcel,” and “tract;”
- g) The word “shall” is always mandatory and not merely discretionary;
- h) The word “will” is always mandatory and not merely discretionary;
- i) Unless specifically defined below, words or phrases used in this ordinance shall be interpreted so as to give them the meaning they have in common usage and to give this Ordinance its most reasonable application.

7.2 Definitions

AGRICULTURAL PRESERVATION DISTRICT

A parcel or tract of land or a group of parcels or tracts of land that have qualified for and have been accepted for inclusion into the Alamance County Voluntary Farmland Preservation Program.

APPEAL

An official request for the review of any decision or interpretation of any provision of this Ordinance made by the Planning Director, or their designee. In all cases, appeals of administrative decisions shall be made to the Alamance County Board of Adjustment.

APPLICANT

A person, firm, or corporation who is the legal owner of a property, or a representative acting on behalf of an owner, proposing to subdivide or develop a property which is subject to the regulations of this Ordinance. (See also “Developer”)

BOARD OF ADJUSTMENT

The body established and appointed by the Alamance County Board of Commissioners to preside over and decide all quasi-judicial matters.

BOARD OF COMMISSIONERS

The Alamance County Board of Commissioners.

BUILDING SETBACK LINES

A line parallel to the street right-of-way line or front property line, side property lines, and rear property line of a lot. Buildings and structures shall not be erected within the area between said lot lines and the building setback lines. Setback regulations shall only be applicable to permanent structures and not movable or personal property.

CLEARWAY (Manufactured Home Park ordinance, MHP)

A cleared area of land in a manufactured home park or recreational vehicle park which contains the travelway, that is free of all obstacles that would prevent access by vehicles for emergency or other purposes. The clearway is privately owned by the ~~manufactured home park operator~~ and its function is similar to that of a public right of way.

CLERK

The Clerk to the Alamance County Board of Commissioners.

COMPREHENSIVE PLAN/LAND DEVELOPMENT PLAN

The Land Development Plan, adopted by the Alamance County Board of Commissioners on November 18, 2020, which sets forth goals, policies, and programs intended to guide the present and future physical, social, and economic development of the county.

DATA CENTER

An industrial style facility primarily used for the storing of computer equipment used for the purpose of processing internet data. Activities at these centers typically involve cloud computing and storage, artificial intelligence processing, cryptocurrency exchanges, and similar computer activities. Use of these centers often require large quantities of electricity and fans or other cooling technologies for purposes of computer temperature control.

DEVELOPER

Any person undertaking any development as defined in this Ordinance. (See also "Applicant")

DOT

~~North Carolina Department of Transportation.~~

FAA

The Federal Aviation Administration

FCC

The Federal Communications Commission

FTA

The Federal Telecommunications Act of 1996

FARM DISTRICT

A property used for bona fide agricultural purposes as defined by N.C. Gen. Stat. 160D-903 and categorized as either Present Use Value, Permanently Preserved, or Voluntary Agricultural District.

FEMA

The Federal Emergency Management Agency.

FENCE (Solid)

A continuous, opaque, unperforated barrier extending from the surface of the ground to a uniform height of not less than six (6) feet from the ground at any given point, constructed of wood, stone, or other metal, or any substance of a similar nature and strength and shall be weather and rot resistant.

FENCE (Perforated)

A continuous barrier extending from the surface of the ground to a uniform height of not less than six (6) feet from the ground at any given point, constructed of galvanized, zinc or weather coated wire, steel or any substance of a similar nature and strength, no less than 14 gauge in thickness, but with perforations or openings which are no larger than sixteen (4" x 4") square inches.

NOTE: Particular guidelines on fence height, materials, and other features may vary depending on the specific sections found within this Ordinance. Where fence requirements conflict with these definitions, the most strict application of standards shall apply.

GOVERNING BOARD

Refers to the Alamance County Board of Commissioners in almost all cases, especially when making legislative decisions concerning land use in the unincorporated areas of the county. Also refers to municipal elected bodies when those boards have established that the Alamance County Historic Properties Commission will serve as their Historic Properties Commission for the purpose of dealing with Historic Preservation matters as outlined in N.C. Gen. Stat. 160D, Part 4.

HEALTH DEPARTMENT

The Alamance County Health Department.

INDUSTRIAL DEVELOPMENT

Any non-residential development that requires a National Pollutant Discharge Elimination System (NPDES) permit for an industrial discharge and/or requires the use or storage of any hazardous material for the purpose of manufacturing, assembling, finishing, cleaning, or developing any product or commodity.

JORDAN NUTRIENT SUPPLY OR JORDAN WATER SUPPLY NUTRIENT STRATEGY

The set of Rules 15A NCAC 2B.0262 through .0273 and .0311(p).

JORDAN RESERVOIR

The surface water impoundment operated by the US Army Corps of Engineers and named B. Everett Jordan Reservoir, as further delineated for purposes of the Jordan nutrient strategy in Rule 15A NCAC 2B.0262(4).

JORDAN WATERSHED

All lands and waters draining to B. Everett Jordan Reservoir.

MAJOR RESIDENTIAL SUBDIVISION

~~A housing subdivision that includes fourteen or more lots which have been approved for residential purposes.~~

MAJOR VARIANCE (WATERSHED)

A variance from the minimum statewide watershed protection rules, that results in any one or more of the following: a) the relaxation, by a factor greater than ten percent, or any management requirement under the low density option; b) the relaxation, by a factor greater than five percent, of any buffer, density, or built upon area requirement under the high density option; c) any variation in the design, maintenance, or operation requirements of a wet detention pond or other approved stormwater management system.

MANUFACTURED HOME

Class A

A "double wide" manufactured home that meets or exceeds the construction standards promulgated by the US Department of Housing and Urban Development through the National Manufactured Housing Construction and Safety Standards Act of 1974.

Class B

A "single wide" manufactured home that meets or exceeds the construction standards promulgated by the US Department of Housing and Urban Development through the National Manufactured Housing Construction and Safety Standards Act of 1974.

Class C

A manufactured home constructed in accordance with the standards promulgated by the US Department of Housing and Urban Development through the National Manufactured Housing Construction and Safety Standards Act of 1974 that does not meet the definition of either a Class A or a Class B above.

Class D

A manufactured home constructed outside of the standards or prior to the effective date of the National Manufactured Housing Construction and Safety Standards Act of 1974.

MINOR VARIANCE (WATERSHED)

A variance from the minimum statewide watershed protection rules that results in a relaxation, by a factor of up to ten percent of any buffer, density, or built-upon area requirement under the low-density option.

N.C.D.O.T.

The North Carolina Department of Transportation.

OPEN SPACE

An area of land and/or water resources set aside, dedicated, or reserved for the common use and enjoyment of occupants of a subdivision neighborhood or other planned development. Such land may be developed for active and/or passive recreation pursuits with various man-made improvements to accommodate such activities in accordance with the regulations of this Ordinance.

PERENNIAL WATERBODY

A natural or man-made basin, including lakes, ponds, and reservoirs, that stores surface water permanently at depths sufficient to preclude growth of rooted plants. For the purpose of the State's riparian buffer protection program, the waterbody must be part of a natural drainage way (i.e., connected by surface flow to a stream).

QUASI-JUDICIAL DECISION

A decision involving the finding of facts regarding a specific application of a development regulation and that requires the exercise of discretion when applying the standards of the regulation. The term includes, but is not limited to, decisions involving variances, special use permits, certificates of appropriateness, and appeals of administrative determinations.

RIGHT OF WAY

A type of easement that gives people the legal right to cross the property of another, typically for the public use of vehicular travel. The size of a right of way may vary based on the regulations within this Ordinance or N.C.D.O.T. standards. Rights of way are designed and set aside in order to feature elements like public roads, private roads, travelways, drainage ditches, driveway entrances, culvers, mailboxes, utilities, road signs, and similar features.

SITE PLAN

A drawing or rendering used by a developer, or their authorized agent, which shows existing and/or proposed conditions for a given area, typically a parcel of land which is to be modified. These plans may show buildings, roads, sidewalks, trails, open space, parking, drainage or stormwater facilities, sanitary sewer lines, water lines, lighting, landscaping, or any similar site-specific elements.

SOLAR ENERGY SYSTEMS

Developments which feature ground-mounted PV, concentrating PV (CPV), or concentrating solar power (CSP or solar thermal) panels capable of generating two megawatts AC (MW AC) or more directly connected to the local or regional electrical grid with the ability to deliver power to the electrical grid. The term includes solar arrays, accessory buildings, battery storage facilities, transmission facilities, and any other infrastructure necessary for the operation of the development. For purposes of this section, a smaller-scale solar panel installation designed to generate power for a single family residence or stand alone business shall not be regulated as a Solar Energy System.

SUBDIVISION

All divisions of a tract or parcel of land into two or more lots, building sites, or other divisions when any one or more of those divisions is created for the purpose of sale or building development, whether immediate or future, and shall include all divisions of land involving the dedication of a new street or a change in existing streets. For the purposes of this ordinance, the following classifications of subdivisions are established:

- 1) MAJOR SUBDIVISIONS. Subdivisions including fifteen (15) or more applicable lots.
- 2) MINOR SUBDIVISIONS. Subdivision including fourteen (14) or fewer applicable lots.
 - a. Class 1 Minor Subdivision. Those consisting of four (4) or fewer lots.
 - b. Class 2 Minor Subdivision. Those consisting of five (5) to fourteen (14) lots.

VARIANCE

A modification or alteration of any requirement of this Ordinance, only granted at the conclusion of a quasi-judicial hearing by a four-fifths vote of the Board of Adjustment.

SECONDARY RESIDENCES

Dwellings which exist on the same property as a primary residence but are serviced by independent well and septic systems. All secondary residences must comply with lot area, lot access, setbacks and other subdivision requirements. Secondary residences should be permitted in the exact same fashion as primary residences and this may include upgrading private roads to a higher standard if necessary. Secondary residences will not be allowed on lots if the establishment of secondary residences would render the lot nonconforming with regards to lot size, access, setbacks, or other regulations.

ACCESSORY DWELLING UNITS

Dwellings which exist on the same property as a primary residence and are connected to the same well and septic system as the primary residence. These dwelling units shall be regulated in much the same manner as an accessory building, pool house, or similar structure which is clearly secondary to the primary structure. When accessory dwellings are connected to the same well as the primary residence but are served by their own septic system, an additional 20,000 square feet of land shall be required. When accessory buildings are connected to the same septic system as the primary residence but are served by their own well, an additional 10,000 square feet of land shall be required.

SHORT-TERM RENTALS

Living quarters which may be established in primary residences, secondary residences, or accessory dwelling units as long as they comply with all other regulations within this Ordinance. Prior to their establishment, owners of short-term rentals shall register with the Alamance County Tax Department then provide a copy of said documentation to the Planning Department. Temporary residences may not be used as short-term rentals.

Alamance County

Planning Department
201 W. Elm Street
Graham, North Carolina, 27253
Tel. (336) 570 – 4053

2026 Planning Board Calendar

All meetings begin at 7 PM.

Meeting Location:
Commissioner's Meeting Room
124 W. Elm Street, Graham, NC 27253

Meeting Date	Agenda Submittal Deadline	Agenda Mail-out/Posting Date
February 12, 2026	1/30/2026	2/6/2026
March 12, 2026	2/27/2026	3/6/2026
April 9, 2026	3/26/2026	4/3/2026
May 14, 2026	5/1/2026	5/8/2026
June 11, 2026	5/29/2026	6/5/2026
July 9, 2026	6/25/2026	7/2/2026
August 13, 2026	7/31/2026	8/7/2026
September 10, 2026	8/28/2026	9/4/2026
October 8, 2026	9/25/2026	10/2/2026
November 12, 2026	10/30/2026	11/6/2026
December 10, 2026	11/25/2026	12/4/2026
January 14, 2027	12/31/2026	1/8/2027