MINUTES

The Holly Springs Town Council met in regular session on Tuesday, August 19, 2025. Mayor Mayefskie presided, calling the meeting to order at 7 p.m. A quorum was established as the Mayor and five Council members were present in the Chamber as the meeting opened.

Council Members Present: Mayor Sean Mayefskie, MPT Dan Berry, Council members Timothy Forrest, Danielle Hewetson, Chris Deshazor, and Annie Drees.

Council Members absent: none.

Planning Board Members Present: Josh Prizer

Staff Members Present in Chambers: Randy Harrington, *Town Manager*; Scott Chase, *Assistant Town Manager;* Daniel Weeks, *Assistant Town Manager,* John Schifano, *Town Attorney;* Kathy White, *Deputy Town Clerk* (recording the minutes); Kameron Womack and Jesse Dixon, *IT;* Corey Petersohn, Mary Beth Spoehr, *Budget and Sustainability;* Tamara Ward, *Communications and Marketing*; Chris Hills, *Director, Development Services;* Elizabeth Goodson, Sean Ryan, Grayson Taylor, Elliot Blonshine, Conor Ryan, *Development Services*; Kendra Parrish, *Executive Director of Utilities and Infrastructure;* Rachel Ingham, Kimberly Keyes, Sara Emig *Utilities & Infrastructure*; Tina Stroupe, *Finance Director;* Jay Osborne, *Assistant Town Attorney*; LeRoy Smith, *Fire Chief;* Irena Krstanovic*, Director, Economic Development;* Paige Scott, *Director, Public Works.*

2. and 3. The Pledge of Allegiance was recited followed by an invocation by Pastor William Ball.

4. Agenda Adjustment: The August 19, 2025 meeting agenda was adopted with changes, if any, as listed: none.

Motion: Berry
Second: Forrest
Vote: Unanimous

CONSENT AGENDA

The Council passed a motion to approve all items on the Consent Agenda. The motion carried following a motion by MPT Berry, a second by Council member Forrest and a unanimous vote. The following actions were affected:

5. June 17, 2025 Town Council Minutes and July 15, 2025 Town Council Meeting Minutes – The Council approved the minutes of the June 17, 2025 business meeting and the July 15, 2025 business meeting.

6. North Carolina Cooperative Liquid Assets Securities System (NC CLASS) Investment Program Participation – The Council Approve Resolution 25-33, Authorizing the Town to participate in the North Carolina Cooperative Liquid Assets Securities System and invest Town Funds to Pool for Investment.

A copy of Resolution 25-33 is attached to these minutes

7. Voluntary Annexation A25-02 3313 Avent Ferry Rd. (Village at Harris Lake formerly Ragan) – The Council adopted Resolution 25-35 directing the Town Clerk to investigate the sufficiency of annexation petition A25-02 and setting the public hearing for September 16, 2025.

A Copy of Resolution 25-35 is attached to these minutes.

8. Change Order for Architectural and Engineering Design Services and Commissioning for the Operations Campus – The Council approved the contract amendment with ADW Architects to increase the engineering design services fee by $110,440 and add Building Commissioning Services for $52,600, increasing ADW's Operation Campus contract by $163,150 and bringing the total contract amount to $3,321,150.

9. Wastewater Chemical Supplier Sole Sourcing – The Council approved Brenntag Mid-South Inc (Brenntag) as sole source for phosphorus removal chemicals, and approved contract with Brenntag Mid-South Inc. for the purchase of Sodium Alumniate

10. Management & Maintenance of Elevated Water Storage Tanks (25-008) – The Council approved a contract with Utility Service Group (USG) Water Solutions LLC for management and professional maintenance of the Town's elevated water storage tanks in the amount of $229,475,60.

11. Town Manager Contract Signature Approval for the purchase of two fire engines – The Council authorized the Town Manager to sign and approve contracts for the replacement of two Fire Department apparatus (vehicles #177 and #245) utilizing Sourcewell cooperative purchasing program contracts that are within the approved scope and project budgets approved by the Town Council.

PUBLIC HEARINGS

12. Village at Harris Lake (formerly Ragan) Major Subdivision 24-MAS-03 – Quasi Judicial Public Hearing

Grayson Taylor, Development Services, said the purpose of this item is to conduct a Quasi-Judicial Public Hearing and consider Resolution 25-27 to approve/deny or defer Village at Harris Lake Major Subdivision. This project was heard by the Planning Board at their July 22nd meeting, and a representative will be here tonight to go over the details of that meeting. He continued by explaining the location of the parcel, which is near Harris Lake, at the historic corner known as the Holleman Crossroads, and is across from the Samuel Bartley-Holleman House, which is on the National Historic Register, and across from Collins Grove Baptist Church and Cemetery. He explained the rezoning history, which was approved by the Town Council on August 24, 2024. Tonight, it's at the Major Subdivision stage, following approval, it would theoretically go to the Development Plan/Construction Drawing stage, both of which are administrative processes. He continued by explaining that what was approved was a rezoning to Neighborhood Mixed-Use Conditional Zoning District. The parcel would have a maximum of 279 units (or 5.27 dwelling units per acre), 115 attached dwellings, 164 Quadplexes. 32,000sf of Commercial Development was approved, 10,000sf of which is required prior to the 150th Certificate of Occupancy for a residential unit. This area is in park search area 7, which means a public park land dedication is required. Utility extension is required down Avent Ferry Road, as well as an asymmetrical widening of Avent Ferry Road, which would preserve the historic structures across the street. The parcel has three Future Land Use area designations: Natural Area, which is primarily not to be disturbed, Neighborhood Center, which is primarily commercial and used to provide residents with daily goods and services, and Mixed Residential Neighborhood, which provides a mix of housing options, usually centered around open space. The existing zoning is Neighborhood Mixed-Use/Conditional District, no other zoning changes have been made in this area since this approval.

Most of the other parcels are RR Rural Residential, with the exception of the BRT at the storage facility across the street.

Mr. Taylor explained the requirements of a Quasi-Judicial Decision, in that Council may only consider sworn testimony by fact witnesses, opinions by qualified experts and they must present evidence that standards in the ordinance are met. If the applicant presents sufficient evidence that the standards are met, the applicant is legally entitled to approval of the plan.

He gave some history on the Major Subdivision Plan, stating that they had neighborhood and Sketch Plan meetings in October of 2024; the first plan submittal and Developer Conference was in December 2024, and it went to the Land Use Advisory Committee to discuss rezoning in May of 2023. He continued by pointing out the project rezoning history, showing the commercial area, townhouses and quadplexes and the location for the public park and open spaces. On the southern portion of the parcel, there will be 164 Quadplex units on shared lots, a commercial parcel, which will be developed on a separate application which should come in administratively through staff. There will be pickleball courts, and a private pump station. Mr. Taylor then showed the various elevations of the attached dwellings, explaining that there would be three color schemes with no adjacency. They will be facing the Avent Ferry or Rex Road thoroughfares, internal streets or open space.

On the northern side of the parcel, there will be Townhomes, a public park, some on-street parking and a few small overflow parking lots. The townhomes will front the public streets or the open spaces. With this approval, there will also be an amenity center, including a 3,100sf clubhouse, community pool, seating plaza and a mail kiosk building.

There is a required public park dedication. It is currently a passive park space, with walking trails, open lawns and play areas. The applicant is working with staff on the next step of finalization. There will be a virtual public engagement meeting on October 1st, to allow the public to give some input on what they would like to have. This park does not require council approval, so it will be approved administratively, but Parks and Recreation and Development Services does envision bringing this back to council for discussion.

Elliot Blonshine, Development Services, said that proposed watermain extensions will be from the Lochridge Subdivision along Avent Ferry Road and Rex Road as well as throughout the site to serve the development. Adequate water pressure has been confirmed through a fire flow analysis. Sewer service is proposed to be provided via an on-site pump station and force main to discharge to the existing Avent Ferry pump station. Easement acquisition and construction associated with the force main route would be required as part of this development. The sewer study was completed as part of the rezoning process and concluded that the Avent Ferry pump station has sufficient capacity to serve this development. The rezoning was submitted prior to the adoption of the Water Resource Policy and is therefore not subject to the policy.

Mr. Blonshine continued by stating that per the Comprehensive Transportation Plan, road widening is required across the property frontages of Avent Ferry and Rex Road. It's required to meet one half of the ultimate cross section. Both Avent Ferry and Rex Road are T4 cross sections, which are four lane, median divided roads. The developer is proposing two driveway accesses along Avent Ferry Road and two along Rex Road. The project will construct internal public streets. These are C-2B cross sections, which is a two-lane collector street with parallel on-street parking on one side. There are various other private alleys and vehicular drives throughout the site, serving the individual lots. In addition, there is a proposed traffic signal at the intersection of Rex Road and Avent Ferry Road. He showed an image of the existing conditions along Avent Ferry Road, saying we have Collins Grove Baptist Church and their cemetery, and then the Samuel Bartley-Holleman House on the corner, which is an historical structure. A typical, symmetrical widening along Avent Ferry Road would impact those historical structures. These structures are relatively close to the road, so the applicant provided a design to widen Avent Ferry Road and minimize impacts to the historic sites. The widening is asymmetrical to avoid these. Mr. Blonshine continued by explaining how the paving in front of the Collins Grove Church and cemetery is not changing. All of the widening is occurring south of that. There is a “notch” referred to in the Development Agreement that is owned by the church. The applicants are planning to construct the required improvements across this parcel for the continuity of the required widening and the sidepath. Obtaining this area will be required prior to construction drawing approval. The western site access restricts the left-out movement; it allows a left turn into the development. The eastern site access allows full movement, and they’re constructing a dedicated left turn lane and a 10-foot sidepath along Avent Ferry Road.

On Rex Road, the widening is symmetrical and will include a median and the required two lanes on the project side of the road, which will be a full-movement with the left turn lane constructed. On the other site access, it is right in, right out. They’re continuing the sidepath from Avent Ferry Road down Rex Road. The Traffic Impact Analysis and associated mitigation agreement was completed and approved with the rezoning petition, and a traffic verification memo is provided with this Major Subdivision Plan to ensure consistency with the TIA.

Mr. Taylor gave the Staff Analysis, stating the proposed Major Subdivision Plan meets all the requirements of the approved Ragan Mixed-Use Zoning, and meets all the requirements of the Town’s Unified Development Ordinance, therefore, staff’s recommendation is approval.

Planning Board representative Josh Prizer said the Planning Board approved the plan unanimously, but said they did have questions about emergency response, preservation of the historic structures, traffic and the housing options. All questions were answered to their satisfaction. They felt it is a good and beneficial project.

Mayor Mayefskie asked if there were any questions from the Council.

Council member Drees asked for clarification on an exit off of Rex Road and was told it was a private driveway.

Mayor Mayefskie opened the public hearing, and the following sworn testimony was received:

Neil Ghosh, Morning Star Law Group, said he was speaking on behalf of Green Hawk Corporation. He said joining him on behalf of Green Hawk is Jeremy Medlin, and in support of the case is Laura Holloman and John Martin with McAdams and Kevin Dean with Kimley Horn. He reviewed the proposed plan, giving the location, the zoning and concept plan. He believes the plan is consistent with the Comprehensive Plan and UDO. The Land Use and development intensity will not have significant adverse impact on the existing property owners. The second item is that the proposed project provides sufficient land dedicated for public park space or an equivalent fee in lieu. The third item, the proposed layout of streets, lots, utilities, water metering and public improvements and their relation to the topography of the land reflect a design which can be economically served by the Town with the public services that use and future development of adjacent properties. The fourth finding is that the proposed building or site design enhances the public realm, maximizes natural surveillance and visibility, facilitates pedestrian access and circulation and reinforces town character. And the final finding is that the design of the project furthers the goals and policies of the Comprehensive Plan. The evidence which will be submitted this evening will establish clearly that the applicant has complied with all the requirements of the UDO, as staff has mentioned, and therefore, that the development plan should be approved.

Mr. Ghosh then introduced Laura Holloman, McAdams Co., who was the lead planner on this case. She gave her credentials as an expert witness. She described the various items such as utilities, streets, greenspaces and parks that will not change. She continued by discussing parking, and that all of the dwellings have adequate parking and off-street parking. She says they are meeting the comprehensive plan by making sure they build the commercial prior to building the residential. They also have to have more than one housing type, and so they're offering quadplexes as well as rear loading attached dwellings. They are also protecting the wetlands, as required.

Ms. Holloman showed the proposed site plan, noting the road improvements and 10' sidepaths. They are having active conversations with the church to talk about the notch as staff called it. The pump station has been pulled back as much as they could as part of the rezoning process. They've incorporated opaque landscaping and fencing. It has now been finalized. Although the pump station is sized for this development, it will have adequate land area to account for future upgrades. They are also installing a 6-foot wooden privacy fence along Mr. Mitchell's parcel, which was a condition of the rezoning. She stated that they've had several conversations with both Planning and Parks and Rec about the public park and the development team are excited to work with them to enter a public engagement process and then bring that back before the Town Council, hopefully by the end of the year to get final feedback. She stated that the development team has touched on the overall density, but she doesn't think she's put it plainly to the Town Council that the number of units in the proposed subdivision plan is exactly the number of the approved zoning. She stated that the developer is allowed a maximum of 279 total units, and that's what they have proposed tonight. She stated that 0 nothing has changed. She stated that there are no smoke and mirrors that were in the zoning that aren't here. She stated that this meets exactly what was approved as part of the rezoning process, and that is exactly how this should happen.

Council member Drees asked if the 6-foot privacy fence will be installed as was discussed as part of the rezoning, and if there will be additional parking for the park. Ms. Holloman said there will be off street parking for the park that comes off the cul-de-sac. She stated that this is something that staff reiterated that needed to be incorporated.

Council member Deshazor asked about the traffic light pole, and whether it would be wooden or metal with a mast arm. Ms. Holloman said the development team is trying to make that an additional request for consideration tonight. Randy Harrington, Town Manager, explained that the plan in front of you does accommodate the steel pole, and that he believes it's for the stop light. However, Ms. Holloman continued that the development team has researched alternative ways to establish that, and later on, Mr. Kevin Dean will be giving some more testimony about that item specifically. Mr. Blonshine stated that the staff report may have erroneously stated wooden poles, and he apologized for that, stating it was not meant to be in there that may have misled the Town Council.

John Martin, Project Manager, is the site engineer. He gave his credentials as a traffic engineer. He showed the buffers of the project and the connectivity for pedestrians. He also said the proposed park will have access off of Avent Ferry. He spoke about the open spaces and preservation of wetlands, the locations of the stormwater features. The final piece he spoke about is the proposed park, saying they're working with the town's Park & Rec staff and other staff members on the park and parking for the park. He stated that he thinks the development of this project furthers the goals and policies to the Comprehensive Plan and adheres to the Unified Development Ordinance. Mr. Martin continued that there will be continued design that goes through this, and we will continue to coordinate with Mr. Blonshine and his staff to ensure that this meets all of the requirements and gives you all the access the town needs in the future.

Kevin Dean, Traffic Engineer with Kimley Horn, gave his credentials as an expert witness. He stated he was part of the Traffic impact analysis during the rezoning process, consistent with town and NCDOT standards. He stated that the study was reviewed and approved by both the town and NCDOT. He stated that the study identified a number of improvements that were required of the development, in addition to already required frontage widening along Avent Ferry and Rex Road, the project will be providing a right turn lane from Avent Ferry Road onto northbound New Hill Holleman Road, and then in the opposite direction, a southbound left turn land from New Hill Holleman Road onto Avent Ferry Road. Mr. Dean stated that the developer will be required to install a traffic signal at that intersection, which today is just an all way stop. He stated that the analysis that the town and NCDOT reviews confirm that those improvements were sufficient to mitigate their project impacts, in addition to the already required frontage widening. He made the following statements:

- That also, as town staff has discussed, their project is absorbing the entire four land intersection in their direction. So instead of doing symmetrical widening that would one day require widening towards the cemetery and the church on the north side of Avent Ferry Road, all that widening is proposed to come towards their site.
- So, not only is it an impact on developable area, but also the cost of making more improvements than might otherwise be required. It is his professional opinion that this project sufficiently mitigates their traffic impacts.

Mr. Dean presented a graphic which showed three different configurations for a signal installation; one being a metal string pole configuration, where the poles would be located in the southeast and northwest quadrants on the intersection. Mr. Dean made the following statement regarding the traffic signal:

- That he believes that a metal strain pole configuration would be appropriate in this location, because if installed on day one, those poles would never need to be moved if the road were ever widened to meet the ultimate section along new Hill Holleman Road or Rex Road. He stated that the next alternative would be the standard condition with metal mast arms. These poles would also be in the southeast and northwest quadrants on that intersection. Those would be relatively large mast arms. Mast arms installed today would need to be moved in the future if New Hill Holleman Road or Rex Road were ever widened to the town's four lane section.
- Our project is not required or proposing to perform widening on the opposite side of Rex Road. Dean stated that they are doing our half of the frontage widening along Rex Road. We [development team] are adding a left turn lane on New Hill Holleman Road. But they are not proposing to complete the section on the opposite side, so it would require a future project to come in and do that. But if mast arm signal poles were installed today, those would have to moved, and the standard design would result in needing four signal poles.
- While there would still be metal poles in the southeast and northwest quadrants of the intersection, what that would require is that they add, or a future project add a metal mast arm pole in front of the Bartly Holleman house and a metal mast arm pole in front of the red barn in the southwest corner.
- In our opinion, we are not suggesting this as a requirement of an approval, but wanted to bring this for consideration, because they believe the string pole configuration is appropriate long term. It is more cost efficient because it doesn't require removing and reinstalling signal poles, and from an esthetic perspective, not having signal poles in front of the Bartley Holleman house or the barn in the opposite corner is important.

Mayor Pro Tem Berry asked why the mast arm pole would need to be moved, and not the string pole? Mr. Dean explained how the string configuration would be easier to update. Council member Drees asked how large the mast arms would be and was told that they would extend 3-4 lanes. Mr. Dean stated that the string configuration is more "nimble" for upgrades down the road. Mayor Pro Tem Berry asked if the string pole configuration is significantly cheaper? Mr. Dean said yes, in terms of the pulse to this development string pole is cheaper than mast arm. Mr. Dean also stated that for whatever project was ultimately required in the future to move those poles, that would be an added cost to that project that wouldn't necessarily be the case if string poles were installed today. Mayor Mayefskie asked for more clarification on what they are asking for now versus what might have to be done in the future.

Mr. Ghosh asked Mr. Dean if the steel poles are part of this proposed project. Mr. Dean said yes. Mr. Ghosh continued to ask the witness "Do the steel poles impact this historic property?" Mr. Dean said they do not. Mr. Ghosh stated that none of these questions are part of the findings of fact, they are just options being considered. He then stated that the burden lies with the developer, and they believe they have met the criteria on all findings.

Mayor Mayefskie explained how quasi-judicial hearings work and invited those who signed up to come give their testimony.

The following people offered sworn testimony:

Roger Pasteur – 70 Hermitage in Moncure. He thanked the council for acknowledging the church and cemetery as historic. He stated that he and his wife purchased and gifted half of the land to the church because they knew the church didn't have adequate land for parking, etc. They have plots in the cemetery. He stated that the church owns property across the street. They are not seeking to sell this land, but Green Hawk is interested in acquiring the land as a requirement for them to complete their multi-million dollar project. Mr. Pasteur stated that the developer's interest is only in purchasing the property to make a profit. Mr. Pasteur stated today, the church received an offer of $7,500 for 4/10ths of an acre of the church's land, which Mr. Pasteur finds quite insulting. He's also seeking clarification that according to the construction plans, if you are leaving Holleman Crossroads heading toward Holly Springs, you will not be able to turn left into the church. If that is the case, there are no turnarounds. He doesn't see how this will occur, unless you're pulling into residential or community driveways to do a turnaround.

Fran Hudson – 5524 Rex Road, said she wanted documents entered as an exhibit to the meeting. She gave notices to Council members Deshazor, Hewetson and Forrest, stating they violated her rights at the zoning meeting. She stated the Town Charter prohibits violating the people's rights. She stated to the council that developers cannot develop property they don't own. She stated that the main object of government is the protection and preservation of personal rights, private property and public liberties upholding the law of God. She stated that the development can't go forward, and the zoning should have never gone forward, because the town council all were in deliberation with these people that want to develop this property a year before the zoning hearing. She stated that we didn't even have a chance to say anything until a year later, when they had everything planned out.

Jeremy Hudson, 5524 Rex Road said he feels this is a very fascinating process. He stated to the town council that the process is being conducted without the public being allowed to speak in opposition. He stated he has not been given the records he requested pertaining to this development and now is unable to give his arguments without having the facts. He stated that the town has a history of not following laws or statutes, with two class action suits against the town, costing the town thousands of dollars. He feels the UDO is vague. He stated that constructing a development that will add 500-800 people in an area that currently holds less than 10% of that is illegal. He feels that the light, noise and odor pollution and increased traffic will ruin his enjoyment of life and liberty. He believes that if this development is approved, it is in violation of his rights, because Rex Road will eventually have to be widened. He stated "they" will essentially take his property, offering a pittance for a half an acre of frontage.

TJ Parker, 3525 Bartley Holleman Road, stated that she owns the red barn being discussed. She asks how this development has seemingly already been approved. She said that a tree study has not been conducted, and "they" are not protecting the 100-year old trees in that area. She believes the council didn't receive all of the facts about the trees prior to rezoning. She stated that the whole buffer has hundreds of giant pines that would be clear cut. She also said she has only had one phone call and one face to face meeting with the developers, which she finds egregious, considering how this development will negatively impact her property and her livelihood.

William Mitchell, 3309 Avent Ferry Road, said he will be addressing sections of the UDO. He said this development violates eight sections. He spoke about fire protection. He stated that Wake County advised that this area be developed very lightly due to the nuclear plant, due to safety concerns. He continued by addressing traffic concerns and overcrowding. He then stated that this development isn't compatible with the area at all. He said some of the items presented tonight had not been shown to him until now. Mr. Mitchell claims this development will impact him. His house is 75 feet away. He stated the Developer will take part of his land, and that has never been addressed by him or Green Hawk.

Alan Jones, 3128 Avent Ferry Road, says he's one of the few long-term farmers on the road. He owns 50 acres on both sides of the road, so to get water to the development and take sewage back to the pumping station, his property would have to be crossed. He has contacted NCDOT and was told that the rights-of-way go backs to the 1700's, but now they don't have records that show 60' ROW. He says he's not trying to stop the development, but he wants it done legally. He stated that the water lines will go through his trees. If they widen Rex Road, he will lose a ton more acreage. He has issues for his right to hunt on his own property. He has questions that haven't been answered and hasn't been allowed to ask the questions he wants to ask.

There being no further testimony, Mayor Mayefskie closed the public hearing.

Council member Drees asked if the pump station will be a regional or regular pump station. Mr. Blonshine said the Comprehensive Plan states that this area is considered a regional pump station area. Mr. Blonshine continued that this development is proposing a smaller pump station, but it will not be built to its full size and will incrementally be upgraded as needed. Council member Drees also asked for clarification on the impact on the church, how will they be able to turn right out of their driveway. Mr. Blonshine said with the median, it would make it difficult to turn left out of their lot. They don't align, and they will need to work with the developer because both of their exits will be blocked by the median.

Council member Hewetson asked if there's a turnaround and was informed there was none by Mr. Blonshine, who also stated that the town staff will need to work with the developer to come up with a solution to this issue. She asked for clarification on where the water lines will be, in relation to rights-of-way for the property owners. Mr. Blonshine said they would have to purchase easements if there is something other than roadways being installed. She asked if those would be purchased by the Developer? Mr. Blonshine said yes. There is a maintenance and access agreement, but not an actual right-of-way.

Council member Forrest said a CO can't be issued until the land is acquired. Mr. Blonshine said that the easements would have to be purchased and determined. Council member Forrest then asked John Schifano, Town Attorney, how this affects the Quasi-Judicial process. Mr. Schifano explained how the utility easement process works. He stated that property owners don't get paid every time a utility company comes in to lay a new line, or a new pole goes vertical. The courts have said long ago, there's no more property rights in that right-of-way. He stated that it's all for the public good, and that's how we all get water. Mr. Schifano continued stating that whether or not they need to get utility easements, they can't get that without council doing the work here today. He stated that town staff will ensure that the rights to put our public utilities are in the correct location, and if there is not sufficient public right-of-way, the developers would have to acquire easements. Mr. Schifano stated that it's probably going to be an issue for the developer to overcome. Mr. Schifano stated that in the event there is not sufficient public right-of-way, the developers won't get construction drawing approval.

Council member Forrest followed by asking if this information about presence or absence of sufficient easements for utilities is considered a finding. Mr. Schifano said it is not. It's something that is done at construction drawing approval. He stated that what the town council must do is make sure that the project meets UDO standards, based on the evidence heard tonight.

Mayor Pro Tem Berry said the UDO asked us to find five facts. He stated the first criteria is that land uses and development intensity of the proposed project will not have significant adverse impacts on adjacent properties, and are consistent with the character of the zoning district. He proposed a finding that there will be adverse impacts on adjacent property owners, because the density in the zoning district is injurious to the surrounding property owners who have parcels of much less density. He continued that criteria Three is that the proposed layout of streets, lots, utilities, water metering and public improvements and their relation to the topography of the land reflected design which can be economically served by the town with public services and facilitates the use and future development of adjacent properties. Mayor Pro Tem Berry stated that there was a consent agenda item that was an annexation petition for this same parcel, and the Fire Department cited a risk in response times to this location until the Town's station at Rex Road comes online at some point in the future. Mayor Pro Tem Berry stated that this could provide public safety to the residents of this new neighborhood, but importantly, also those who are already in the vicinity that require our services. He stated that this Master Plan all but requires additional taxpayer investment in a substation to more adequately serve this development. He stated that criteria number Five is the design of the project furthers the goals and policies of the Comprehensive Plan. Mayor Pro Tem Berry continued that the Comprehensive Plan calls for preservation of natural area in this location. He stated that a gross density of over five units per acre does not achieve that. He stated that these are just some additional facts in the research that he did for this, that he thought were applicable to the criteria that Council is asked to investigate.

Mayor Mayefkie asked if there were any additional questions or comments and called for a motion. Mr. Schifano stated that the board will need to vote on Mayor Pro Tem Berry's findings.

Council member Forrest said he seconds Mayor Pro Tem Berry's finding of facts, adopting them. Mayor Mayefskie called for a vote:

All in favor of accepting Mayor Pro Tem Berry's finding of facts: Aye
Any opposed: Nay
The motion passed unanimously

Mr. Schifano asked, just to be clear, the council is not going to vote any of the packet findings. Mayor Mayefskie said that is correct, and that is what we just voted on, is that accurate? Council member Forrest said that is the way he sees it. There was no motion by the town council to adopted the proposed findings contained in the agenda packet.

Action: Motion to adopt Resolution 25-37 to make and accept the Findings of Fact presented by Mayor Pro Tem Berry for consideration of and to deny the Major Subdivision Plan for Village at Harris Lake Major Subdivision 24-MAS-03.

Motion: Forrest
Second: Berry
Vote: unanimous
A copy of Resolution 25-37 is attached to these minutes.

13. 1936 Ralph Stephens Road Development Plan 25-DP-02 – Quasi Judicial Public Hearing

Conor Ryan, Development Services said this was a request for a development plan. He gave a history of the project. The area is zoned Community Business District. He showed the site plan, saying it meets all the requirements of the UDO and master plan.

Elliot Blonshine, Development Services, said the project has direct access to water. Fire flow test was conducted and shown to have adequate flow. Sewer Test shows that there is adequate flow. It is subject to the water utility plan as priority level 1 at 3,200 gallons per day. He gave a transportation analysis, stating no road widening is required. Staff requested that the applicant consider the installation of sidewalk across the property frontage, to which they have agreed and have shown with their development plan. Staff also requested a sidewalk be extended to the intersection of Ralph Stephens Road and Main Street to the west, however the applicant respectfully declined. The traffic verification memo was provided with this development plan to ensure consistency with the previously approved Traffic Impact Analysis. He gave some history of the memo and project, stating that in 2017, the TIA did recommend an eastbound right turn lane on Ralph Stephens Road at the sites right-inright-out access. Due to the lower trip generation of the long-term care facility compared to previous trip generation assumptions, the verification memo concluded that the turn lane is not warranted for the development of this parcel. The right turn lane will be required to be constructed with the development of the remaining parcel, however, there are no additional improvements associated with this development. All other recommended improvements from the 2017 TIA have been constructed. Also, there is space available along Ralph Stephens Road at the time when widening does occur

Mr. Ryan gave the staff analysis and recommendation, stating that the Development Plan meets the goals and requirements of the UDO, Comprehensive Plan and Southern Crossroads Master Plan. Staff recommends approval of the project.

Josh Prizer, Planning Board Representative, said that Planning Board voted to approve 9 – 0. There wasn't much discussion, they just asked for clarification on the right turn lane. Generally, the planning board felt this was a good project.

Mayor Mayefskie opened the public hearing, and the following sworn testimony was received:

Chris Bostik, Kimley Horn, said this is a long-term care facility that also has short-term rehab, located along Ralph Stephens Road. There are no improvements required, but they agreed to install curb and gutter along Ralph Stephens road, bringing a 6-figure cost to the developer. They had two neighborhood meetings, and the daycare owner thought it was a great project and that her kids could come sing to the residents. There's already water and sewer to the site. They are not proposing to install the turn lane right now but will consider it upon further development. The five findings state that this will have a positive effect on the area. Condition 2 - enhancing outdoor areas, condition 3 that it can be economically serviced by the town. Condition 4 - they are providing two outdoor enhancements. Condition 5 – they are providing a good transition to the facility from neighboring properties.

Council member Drees said she noticed 30 additional beds from the original plan. Will that affect parking, etc.? Mr. Bostik says the majority of the parking is for employees, so there will be an overlap of shift workers.

Mayor Mayefskie asked for clarification of the facility. Mr. Mason says it's a multi-use facility, duly certified to serve both Medicare and Medicaid patients, none of them drive. It will hold 120 beds and will employ about 200 full time staff members. It is also very convenient to the hospital.

Mayor Pro Tem Berry said the parcel was subdivided years ago and noticed that they are only using the top part of the parcel. Mr. Mason said this will allow them to stay within the cost allowance that they are required to adhere to, but they can envision a complementary development at a later date. Mayor Pro Tem Berry said he doesn't see any increased buffer along Piney Grove Wilbon. Mr. Bostik said that there is not on the plans at this point. The landscaping that they have provided at this point is the landscaping that is required based on the new UDO and is also in compliance with the requirements of the Southern Crossroads Master Plan.

Mayor Pro Term Berry said Exhibit B in the resolution lists a condition of approval number five, the build out analysis and the TIA associated with this development included a mix of background improvements and recommended development mitigations. If the assumed background projects don't occur, it shall be the developer's sole responsibility to construct all the background improvements included in the traffic study, unless other additional analysis can be provided to demonstrate the background mitigations are not warranted by the subject development. Can someone explain what the background improvements were that are referenced as part of this exhibit? Mr. Blonshine said the improvement that remains is the right turn lane. They provided an analysis that said it's not warranted at this time.

Mayor Pro Tem Berry said if these are requirements, and you can't say if they have been met, how can Council approve this? Mr. Dean said that they did not conduct a TIA, since they are far below the limits. He believes all the improvements along main street and Ralph Stephens Road have met the requirements. Chris Hills, Director of Development Services said that staff researched and believe that they have met the requirements but hoped that other improvements would be made at a later date. Mayor Pro Tem Berry asked if they are still within the limits of the TIA conducted on the original Southern Crossroads project.

Mayor Pro Tem Berry said in the same exhibit, condition number 6 says if build out exceeds the time frame in the approved traffic study, an update of the traffic study will be required prior to or with the Development Plan for the associated phase. Mr. Dean, I think you referenced that you did not perform a TIA, so did we not exceed the time frame for that, and that the traffic study from eight years ago was still valid. Mr. Dean said that is correct.

There being no further testimony, Mayor Mayefskie closed the public hearing.

Mayor Pro Tem Berry said he disagrees with criteria #3 being met because the lack of improvements to Piney Grove Wilbon Road and Ralph Stephens Road is injurious to the surrounding properties and the motoring public in general. However this doesn't have anything to do with the use. He fully supports what they're doing with the use. He thinks it meets the need the town has.

Action 1: Motion to adopt Resolution 25-36 to make and accept the Findings of Fact for consideration of and to approve Development Plan 25-DP-02 for 1936 Ralph Stephens Road Development Plan 25-DP-02.

Motion: Forrest
Second: Hewetson
Vote: unanimous
A copy of Resolution 25-36 is attached to these minutes.

Action 2: Motion to approve Utility Allocation Request for 3,200 gallons per day.
Motion: Forrest
Second: Hewetson
Vote: unanimous

14. Economic Development Agreement (EDA) with Genentech

Irena Krstanovic, Director of Development Services, said the purpose of this item was to hold the required public hearing related to an Economic Development Agreement (ED) between Genentech and the Town of Holly Springs. She is very pleased to bring this to council, stating that it's a team effort. She gave a brief history of Genentech, stating that it was a member of the Roche Group and was founded in 1896. It is an industry pioneer in biopharmaceutical manufacturing, and a Fortune 500 Global life sciences company. The location of the Genentech is the part of the Camp Helix site in the northwest part of the town. The closest access from the Friendship Road to the major highway would be on the existing ramp with the New Hill Holloman interchange on US One. It is right across from Amgen's facility. Part of the Genentech's and Camp Helix Development is the central amenity areas that will include and offer indoor and outdoor meeting spaces, pop up food services, fitness trails around the pond areas and lakeside amenities. She explained some of the key benefits to the community, such as providing high quality jobs, expanding the local economic tax base, being mindful of the town's desire for 30/70% tax base, providing opportunities for small business growth and local workforce development programs. The key terms of the EDA are 420 new jobs with a target wage of $119,833, and a target capital investment of $700 million dollars. The agreement is a performance-based agreement. Business Investment Grant (GIB) of 50% incremental tax grant over 8 consecutive years up to a maximum of $13,7400. Their anticipated water and sewer volume requirements are 78,000 gallons per day respectively and are already allocated through the Helix development agreement.

Ms. Krstanovic continued by saying that as part of the agreement, the Town will provide a customized review schedule, facilitating and expediting all Town-administered permits and approvals, certificates and licensing necessary or appropriate in connection with the Apollo 11 Site, the construction of Apollo 11 Facility, of Project Apollo 11. The Town will facility all development review permits, zoning approvals, inspections, state certifications at the staff level, including the Camp Helix adjacent retail amenity. The Town will also dedicate a project coordinator, who is a full-time Town employee responsible to be a single point of contact for Town permitting and approval requirements to Project Apollo.

Mayor Mayefskie opened the Public Hearing and the following sworn testimony was received: none

There being no testimony, Mayor Mayefskie closed the public hearing.

Action 1: Motion to approve Economic Development Agreement with Genentech.
Motion: Berry
Second: Forrest

Vote: unanimous

Action 2: Motion to authorize the staff to execute necessary transactions consistent with terms of the EDA.

Motion: Berry
Second: Forrest
Vote: unanimous

15. 5900 Duncan Cook Hazel Ridge (formerly Tassel Ridge) Voluntary Annexation A25-05

Sean Ryan, Development Services, said this item was for considering the annexation of 124.69+/- acres located at 5900 Duncan Cook Road. He showed where the property is in relation to the Town limits, and explained that the parcel is being annexed for utility connection prior to development in conjunction with the Major Subdivision Plan for Hazel Ridge Subdivision (formerly Tassel Ridge), which was approved by the Town Council on July 15, 2025.

Mayor Mayefskie opened the Public Hearing and the following input was received: none

There being no input, Mayor Mayefskie closed the Public Hearing.

Action: Motion to approve Annexation Ordinance A25-05.
Motion: Deshazor
Second: Hewetson
Vote: unanimous
A copy of Annexation Ordinance A25-05 is attached to these minutes.

NEW BUSINESS

16. Phase 1 – Utley Creek Water Reclamation Facility 6-8 Million Gallon per Day (MGD) Project

Rachel Ingham, Utilities and Infrasturcture, said the purpose of this item is to review two amendments to the contract for the design of the Utley Creek Water Reclamation Facility (UCWRF) 6-8 Million Gallon per Day (MGD) project; review a contract to construct Phase 1 of the UCWRF 6-8 MGD project – the Laboratory & Operators Building, and to review the process for issuance of Revenue Bond Anticipation Notes (BANS) and discuss the next steps.

Ms. Ingham reviewed the WCWRF 6-8 MGD project timeline, explaining that the master plan was developed in 2020-2021, the preliminary engineer report was drafted in 2023, and Design / Alternatives Analysis are taking place now. Phase 1 construction is expected to begin in the fall of 2025, and Phase 2 construction is anticipated to begin in mid-2026.

Ms. Ingham explained that the facility is staffed 24 hours a day, 365 days a year. She said staff uses all five senses to run this process. She explained the new MBR system and how it requires the ultra-fine screening facility. She explained the functions of the various buildings. The scope of work for phase 1 includes site clearing, rough grading, erosion and sediment control measure installation, temporary site roads and the Laboratory and Operators Building. She then showed elevations of that building, explaining that it's in keeping with the design of the Ops Campus buildings that are being constructed. She then gave a breakdown of the project costs, stating that Value Engineering (VE) components have been incorporated into the facility to reduce the cost, while maintaining the integrity of the design. Two design elements were included as added bid alternates – darker finishes for aluminum canopies and coping, and a darker finish for illuminating some sunshades. Staff recommend proceeding with these bid alternates as depicted in the elevation shown for a difference of $8,100 over the base bid price of $10,515,00. Also recommended for funding is the inclusion of the additive bid alternate to furnish and install an inductively coupled plasma with mass spectrophotometry or ICP MS system in the Laboratory. She explained how this system works, stating it speeds up the testing and treatment process because they will not have to send out the lab samples to an outside facility. The ICP MS system is projected to pay for itself within five years. New construction is the ideal time to add this investment to the environmental compliance lab at a cost of $270,000 over the base price of $10,515,000. As the lowest bid was below the engineer's estimate, staff are not recommending deductive bid alternates. Bond reimbursement for expenditures of $6,185,532 to cover the cost of design, permitting project management, professional services, program management and oversight and design engineering services anticipated with phase one and phase two of the plan. Amendment #2 is for $1,594,116 for construction administration and observation of phase one of the project. Amendment #3 is for additional design services after the 60% design cost estimate. The town elected a VE approach to reduce overall project costs and more closely match available funding. The design team incorporated Value Engineering elements on multiple facilities to save the town approximately $44 million dollars in capital construction costs. Permitting tasks were necessary in the analysis of Harris Lake and wastewater options beyond eight million gallons per day. Other services were also warranted for odor control, design, contractor, pre-qualification and generator procurement. Through the Sourcewell platform, three firms submitted bid packages for phase one construction. Based on the bid tabulation, O'Connor was chosen as the lowest responsive, responsible bidder. The Phase one construction cost, which includes the base bid for the construction of the lab and operators building. All site work and the three additive bid alternatives previously discussed is $10,793,100. In addition to submitting the lowest bid, O'Connors license and references were checked. All references provided positive reviews, and there were no reports of significant change orders or delays on previous projects. A contingency fund of $1,406,642 is recommended. Contingency may be used to cover change orders initiated by the town or the contractor.

Tina Stroupe, Director of Finance, spoke about Revenue Bond Anticipation Notes, saying they are a short-term debt instrument issued in advance of financing from long-term revenue bonds. They provide upfront capital until issuance of the Revenue Bond is complete in 2026, and they're used to fund critical infrastructure or capital needs and address immediate funding needs and serve as a bridge while securing long-term financing. She continued by explaining the Revenue BANs timeline. In June, they adopted the Initial Resolution and submitted the letter to the Joint Legislative Committee. In August, they submitted the LGC application. They are asking for approval of the contract and the adoption of the Approving Resolution. Then, in September, the Town will receive LGC approval and the close on the note.

Action 1: Approve bid, award the construction contract to O'Connor co. of NC., Inc. and authorize the Town Manager to negotiate and execute the contract and contingency as well as amendments 2 & 3 for construction administration, observation and design services for Utley Creek Reclamation Facility 6-8 MGD expansion in the amount of $14,160,468.

Motion: Deshazor
Second: Hewetson
Vote: unanimous

Action 2: Authorize bond reimbursement for expenditures of $6,185,532 for debt issuance costs, design, permitting, project management, professional services (legal, environmental, and regulatory filings), program management and oversight (coordination, inspection, and compliance activities), and design engineering services associated with Phase I and Phase II elements of the plant expansion.

Motion: Deshazor
Second: Hewetson

Vote: Unanimous

Action 3: Adopt the Bond Order authorizing the issuance of the Town's Enterprise Systems Revenue Bond Anticipation Note, Series 2025, in the amount of $21,346,000 and approving the forms of the documents related thereto.

Motion: Deshazor
Second: Hewetson
Vote: Unanimous

PUBLIC COMMENT: At this time, an opportunity was provided for members of the audience who had registered to speak to address the Council.

The following public comment was received in writing: concerns over the grass cutting at Womble Park from Karol Blicharz.

The following public comments were received in person:

Steven Menke 2305 Avent Ferry Rd. is not a resident; he lives behind Norris Crossing. He must drive through the construction. The approved plans for Norris Crossing include a paved pedestrian path that is slated to cross his primary access. He has been informed that he will not be permitted to drive across the pedestrian walk without a viable access point. His legal address will be inaccessible for deliveries and visitors, and that is important because he has a vineyard and people come to see him as well. In order to get his mail, he must drive 1.4 miles through the neighborhood at 20 miles an hour.

Mayor Mayefskie thanked him for coming and asked if they could be updated on this.

Randy Harrington said Elizabeth Goodson, Development Services, can offer some context. Ms. Goodson said they are working with the developers to maintain Mr. Menke's access and this is a priority. They are aware of his concerns and will advocate on his behalf. Council member Deshazor asked if they would give them updates through the Friday briefing.

Ruby Jones was called but had left the meeting, and did not speak

Ryan Griffiths HOA president of Sunset Ridge. He said they have two issues regarding the leaf collections. His leaf pile runs the length of the council chambers from floor to the wainscoting. He said with pile that large around the winding roads of his neighborhood, it becomes a safety concern. The next thing he is concerned with is the yard waste collection. He said bi-weekly collection isn't often enough. It has drastically reduced the level of collection.

Randy Harrington invited Paige Scott, Public Works Director, to speak to the issue. She said she knows there are some frustrations and challenges in the older, more heavily wooded areas. They have implemented an option for additional bins. She listed the options of purchasing additional bins and utilizing the yard waste collection site. She explained that the yard waste cart participation rate for July saw a set out rate of the carts at 48%. In the first two weeks of August, we saw a 49% participation rate at our yard waste convenience center. We're seeing over 400 visits a month since March and collecting close to 100 tons each month. She understands there are some frustrations from either residents who are in townhomes and are paying a fee for a program they don't participate in, or from residents in subdivisions like Sunset Ridge North, South, Sunset oaks, where we see the higher tree canopies and foliage. As we approach leaf season, we'll continue to practice our services in these high foliage areas. In Sunset Ridge, we did go through and collect. We were supposed to collect four times, but some saw as many as 10 collections last season. She said they encourage residents to call 311 if roads are impassable due to leaves or yard waste bins so staff can go pick it up.

Council member Hewetson asked how they determine the routes and if it was feasible to rely on 311 calls to go through neighborhoods? Ms. Scott said they try to be proactive in their approach.

Council member Deshazor says they know that there are people who are not utilizing the process. He thinks something is not working, and he wants staff to work with neighborhoods to find a solution. Council member Drees said she has had to run in the middle of the road because there are so many leaves on either side of the road.

Council member Forrest said when we started the program, we were going to collect data to analyze the success of this program. He asked if this was something we should do now that we're 2 years in.

Council member Hewetson asked if we're enforcing? Ms. Scott said they're working on more frequent enforcement.

Mayor Pro Tem Berry says 49% isn't enough to have a full blown "let's Institute every week, everywhere". Perhaps we can come up with some solutions based on certain neighborhood needs. Maybe we could look into making some deals with these HOA's, because it costs money to implement more services. Perhaps there's some sort of place in the middle where we could meet, where those residents and those HOA's are willing to pay more for a service.

Randy Harrington said the challenge is we don't have any one service that fully meets the needs of every resident in the community. What is the equitable base level of service? Is there a way to find ways for additional services? He believes we can increase enforcement. He believes that overall, it's an effective program, and he wants to thank staff for their hard work.

Council member Drees said as trees grow, do we have a plan going forward that will accommodate that? Mr. Harrington said we have to be able to grow and adapt and fine tune it as we go.

OTHER BUSINESS

Council member Deshazor says schools started last week, and he appreciates the communications about the new roundabout and zipper merging.

Council member Drees likes the new school safety videos and appreciates the Bike Rodeo that the Police Department hosted. She reminded everyone to take some care in observing the new traffic patterns that are emerging as we figure out the school year.

Council member Hewetson says watch for school buses and little children walking around.

Council member Forrest thanked Chris Hills and the Development Services team as well as U&I for their hard work on the projects that were presented tonight. He's very excited about the new plant and is looking forward to seeing how it's going to function. The new Felton Grove high school is opening, which means traffic is going to increase on Hwy 55, 540 and Holly Springs Road. He knows that the Holly Springs Police Department is already monitoring this. Be safe, and good luck to the students for a successful school year.

Mayor said he and Irena Krstanovic and Cassie Hack are heading over to Fuji to film a video for their grand opening that's coming up. Felton Grove High School is having their first home football game, and since many of the students are from Holly Springs he'll be going to that. Monday the 25th there will be a ribbon cutting at Genentech.

MANAGER'S REPORT

Mr. Harrington said the Mayor and Council will be attending a publicized dinner on Tuesday, August 26th with the Town of Cary. No business is scheduled or anticipated to happen. This is intended to provide an opportunity to discuss projects like a water partnership.

CLOSED SESSION: Council went into closed session pursuant to N.C.G.S. 143-318.11(a)(4) to discuss an Economic Development update, pursuant to N.C.G.S. 143-318.11(a)(5) to consider a real estate purchase.

Motion to leave closed Session:

Motion: Berry
Second: Hewetson
Vote: unanimous

Adjournment: Mayor Pro Tem Berry made a motion to adjourn at 9:17 pm. It was seconded by Council member Forrest and passed with a unanimous vote.

Respectfully submitted on Tuesday, September 16, 2025.

Kathryn L. White

Kathryn L. White, Deputy Town Clerk
Addenda pages as referenced in these minutes follow and are a part of the official record.