



MINUTES

The Holly Springs Town Council met in regular session on Tuesday, July 21, 2026. Mayor Kondratick presided, calling the meeting to order at 7 p.m. A quorum was established as the Mayor and four Council members were present in the Chamber as the meeting opened.

Council Members Present: Mayor Mike Kondratick, Mayor Pro Tem Annie Drees, Council members Danielle Hewetson, Sarah Larson, and Kara Foster.

Council Members Absent: Council member Chris Deshazor.

Staff Members Present in Chambers: Randy Harrington, *Town Manager*; Scott Chase and Daniel Weeks, *Assistant Town Managers*; John Schifano, *Town Attorney*; Linda McKinney, *Town Clerk* (recording the minutes); Kameron Womack, *IT*; Corey Petersohn, *Director, Office of Budget and Sustainability*; Cassie Hack, *Director, Communications and Marketing*; LeeAnn Plumer, *Director, Parks & Recreation*; Kendra Parrish, *Executive Director of Utilities and Infrastructure*; Tina Stroupe, *Finance Director*; Elizabeth Goodson, *Assistant Director of Development Services*; Sean Ryan, *Development Services*; Jeff Wilson, *Director of IT*; Irena Krstanovic, *Director, Economic Development*; LeRoy Smith, *Fire Chief*; Paul Liquorie, *Police Chief*.

2. and 3. The Pledge of Allegiance was recited followed by a moment of silence.

4. Agenda Adjustment: The July 21, 2026, meeting agenda was adopted with changes, if any, as listed: none

Motion: Drees

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, and the Clerk was asked for any written comments received prior to the meeting.

The following public comments were received in person:

Melisa Kelsy, 508 Arbor Creek Drive, said she has concerns about the UDO changes drafted by the staff. She thinks reducing the time for reviews is good for homeowners, but thinks it is also a danger - faster might not be better. She thinks residents don't understand projects until they get to later stages. She wants maximum limits on density and building height and wants updated plans and staff review comments to be published online and she wants a clear appeal process. She asked for guidelines to make sure the finished project matches what was promised.

Kristin Valus, 112 Talicud Trail, said she was here to talk about Camp Branch Greenway. She thanked Council and staff for engaging with the neighborhood but is worried about the impact on the neighborhood, especially if Cary doesn't build their part right away. She said they value their land, their

privacy and their wildlife. She said there are five threatened species in the area identified with the 540 project. Page 46 has a map with a big blob at the end of Talicud Trail for the land to be tested for bridge support. They understand that this is necessary, but she hopes it will be done in an environmentally sensitive way. She said Cary has this greenway as a low priority on their map. The neighbors have concerns about it ending in the woods. Staff has been sensitive to their concerns, but now that the feasibility study is moving forward, they want Dewberry to understand them. They want ongoing input on this.

Fran Hudson, 5524 Rex Rd. said Mr. Schifano has said that zoning is where Council controls development. The problem with that is that the zoning hearing is legislative. There is no requirement for factual evidence and once developers get their zoning no one stops it. The people have the sovereignty in our state. (Here she quoted from the constitution of North Carolina.) When you get voted in, the small amount of people who vote can't give consent especially for those of us in the ETJ. She said ETJ residents didn't have a voice. She said she thinks Council's oath requires them to protect all the people's rights, not just the people in Holly Springs. She said when people stand up and say they don't want these developments and it is ignored, all of that information gets pushed through. She said that developers are legal entities without the same rights as people, and they are above that. She said Council can't violate their rights and neither can the developers. She said a Power of Attorney requires a legal document with notary and swearing. If you don't have the power, how can you approve these things?

Dawn Cozzolino, 3632 Bosco Rd., said tonight Council is being asked to approve more than \$20 million through a single consent vote. These are significant commitments of taxpayer resources and deserve discussion and community input. You are committing millions of dollars without discussing it. Groceries are more, insurance is more, everything is going up? Why? She said the Holly Springs Rd. project went up 37%. Where is the data, where are the facts, what were the delays due to? Why do vendors jack up the prices? She said federal funding is still the people's money. Infrastructure seems like it is for the developers. Traffic is hell. We have another 7.29 on sidewalks. We just heard about sidewalks to nowhere. These aren't strategic decisions. What work is being done? She said P-cards are like sticking it in a machine. People have the right to know how the money is being spent. She said items are hidden in the Consent agenda. She asked for a written response describing all the projects and why.

The following public comments were received in writing: one comment from Jasmine Crocker requesting new community-building methodologies; one comment from Alena Valchanskaya requesting the town recruit a Trader Joe's and Whole Foods; one comment from Shelly Tielemans requesting no more developments; and one comment from Renee Latella with concerns about the Camp Branch Greenway.

Consent Agenda

The Council passed a motion to approve all items on the Consent Agenda. The motion carried following a motion by Mayor Pro Tem Drees, a second by Council member Hewetson and a unanimous vote. The following actions were affected:

5. June 2, 2026 and June 16, 2026 Business Meetings and June 9, 2026 Workshop Meeting Minutes – Council approved the minutes of the June 2, 2026 and June 16, 2026 Business Meetings, and the June 9, 2026 Workshop Meeting.

6. Monthly Budget Amendments - The Council approved budget amendments for the 150th Anniversary Funding, Human Resources budget, and Public Works Equipment.

Copies of Budget Amendments are attached to these minutes.

7. Development Plan 23-DP-13 Expiration Extension Request for Genesuites Pod C

Development – The Council granted the first of an allowable two, 6-month extensions for 23-DP-13 Genesuites Pod C Development Plan to extend the expiration date from June 17, 2026 to December 17, 2026, as requested by Timmons Group.

8. Development Plan 23-DP-09 Expiration Extension Request for 370 Green Oaks Development

- The Council granted the second of an allowable two, 6-month extensions for 23-DP-09 370 Green Oaks Development Plan to extend the expiration date from July 29, 2026 to January 29, 2027, as requested by Focus Design Builders, LLC.

9. Holly Springs Road (Central) NCDOT Supplemental Agreement

- The Council authorized the Town Manager to sign and execute a Supplemental Agreement to the current Municipal Agreement between the NC Department of Transportation (NCDOT) and the Town to extend the prior agreement's duration and increase the shared funding for the construction and delivery of the Holly Springs Rd. (Central) transportation investments, and adopted Streets and Sidewalk Capital Project Ordinance 26-23 to appropriate additional grant funds.

A copy of Ordinance 26-23 is attached to these minutes.

10. Amendment to Janitorial Contract to Add Operations Campus

The Council authorized the Town Manager to execute an amendment to the townwide janitorial contract with DeWhitt Facility Services, LLC, to include the Operations Campus for an increase of \$164,764.75; all other terms and conditions remain the same.

11. Wastewater Treatment Chemicals and Services Contract

– The Council approved a contract not to exceed \$600,000 with McGill Environmental Systems for solids handling services, and authorized the Town Manager to execute the contract with McGill Environmental Systems; approved a contract not to exceed \$1,100,000 with Evoqua Water Technologies LLC, and authorized the Town Manager to execute the contract with Evoqua; approved a contract not to exceed \$150,000 with Brenntag Mid-South, Inc. for phosphorus removal chemicals (sodium aluminate) and authorized the Town Manager to execute the contract with Brenntag; and approved a contract not to exceed \$95,000 with USALCO, LLC (formerly Zeta Solutions LLC) for solids dewatering chemicals, and authorized the Town Manager to execute the contract with USALCO.

12. Preliminary Engineering Contract for a New Elevated Water Storage Tank and Transmission

Main Connection – The Council authorized the Town Manager to sign and execute a professional services contract for Phase 1, Preliminary Engineering Report and Distribution System Evaluation, for a new elevated water storage tank and transmission main connection project with Hazen and Sawyer in the amount of \$503,520.

PUBLIC HEARINGS

13. Rezoning 22-REZ-02 Meridian at Sunset Commons and Development Agreement

Cheryl Caines, Development Services, said this item was to consider a request for rezoning for Meridian at Sunset Lake Commons. She said that the application was submitted in January of 2022 which was before the current UDO, the NE Gateway Master Plan and the Water Resource Management Policy. Under NC law the developer had the right to choose which process to proceed under. It was heard by Planning Board at the June 23, 2026 meeting and tonight will be the public hearing and Council's decision. If the rezoning is granted, the next steps will be the development plan, which is a quasi-judicial decision, and the construction drawings, which is an administrative decision.

Ms. Caines showed where the property is on the town map and said it is designated mixed-use Center and Natural Area on the Land Use and Character Plan and described the characteristics of mixed-use centers. Even though the application was submitted prior to the NE Gateway Master Plan, the property is in Functional Subareas 4 (the commercial center) and 5 (neighborhood core) of the NE Gateway Master Plan and she explained those categories. The property is currently zoned Neighborhood Mixed-Use, and the applicant is requesting a rezoning to Mixed-Use Neighborhood Conditional District. She gave the application history from the pre-submittal meeting in December of 2021 to the Planning Board meeting in June 2026. She showed the evolution of the project since the first submittal.

Ms. Caines outlined the reasons for a Conditional Zoning District and said the current proposal is for mixed-use residential for the 30.57 acres, with about 458 apartment units, a greenway extension, and a transition area to the lower density areas to the east. She outlined the proposed standards including no parking on Lassiter Road between the buildings and the street, one double loaded aisle of parking between the buildings and Wooded Acres Street, and EVSE Ready spaces to have raceway but to have panel capacity provided at time of activation, enhanced buffer along the east, maximum building height of 60' for primary structures with buildings within 60' of the eastern boundary not to exceed 35'.

Catherine Jacobs, Development Services, said that the project would connect to existing water and sanitary sewer on Holly Springs and Lassiter Roads, and a utility easement would be dedicated out to adjacent properties to the northeast. She discussed which pump stations would be impacted by the project. Improvements are needed downstream at two pump stations. The study also indicated the need for a new pump station. The developer agrees to pay for the study, not the pump station, but will not construct until that pump station is constructed.

Ms. Jacobs said that the project would include a public road in the extension of Lassiter, and a sidewalk along this road. A greenway connection would be constructed. No road widening is proposed as the widening of Holly Springs Road was completed with the NCDOT NC-540 project and the Town's Holly Springs Road East widening. Sunset Lake Rd. widening has been approved and designed by NCDOT but is not yet scheduled and the developer is not committing to construct this road widening. She said the developer is proposing an access easement in lieu of the required stubs to neighboring property. She discussed the intersection requirements, and the improvements that have been approved or will be approved with future projects.

Ms. Caines said that the property is in Park Search Area 3 and there is a greenway in the adjacent property so there is an extension in the plan. The applicant has proposed a potential .45-acre public amenity which would include possible public art, benches, a gazebo, plaza, fountains, or playground. She said the applicants are still working with staff on this. If it is not a public park, they would pay a fee-in-lieu towards a public park if they cannot meet our park standards.

Ms. Caines said that items included in the proposed Development Agreement include public sewer concept design, no Development Activity permits until sewer capacity is established, park land dedication or payment of a fee-in-lieu, Optimist Farm Rd. and Sunset Lake Rd. improvements deferred until future development of that part of the site, and access and utility easements provided to adjacent property in lieu of construction.

Van Crandall, Planning Board representative, said the Planning Board recommended approval with a vote of 8 – 0. There was discussion about land use around the site, school system capacity, whether anything else in the NE Gateway was in the works, sewer capacity, road widening, retail, the reason for the delay, the pump station location and timing, clarification of the project application date, the number of parking spaces, the traffic study, topographical challenges, and other details. The answers given by staff and the applicant were considered sufficient and the Planning Board voted to recommend approval.

MPT Drees said it was great to see the energy around Planning Board. She encouraged Mr. Crandall, as a senior voice on the board, to encourage conversation after questions are asked. Mr. Crandall said that happens most of the time. But if it doesn't, he would try to encourage it.

Ms. Caines said that the project introduces another housing choice into the mixed-used center, improves the multi-modal network in the area with walkable context, Lassiter Road improvements, and a greenway extension. It brings a partner to the table to make progress on area sewer issues, potentially creates a public amenity in a park search area, and ensures pedestrian friendly streetscapes and transition to lower density residential through site and building design standards. The roofline standards allowing for gable roofs could result in a suburban design not fitting with the NE Gateway vision; however, staff recommended approval.

MPT Drees asked about the access road on the edge of the property. What is the intention of that? Ms. Jacobs said that is the main access point. It is not a town requirement – our requirement is stubs to adjacent properties. MPT Drees asked about the amenity area and whether it was intended as a public park. Ms. Caines said that with the topography it is unclear that they would be able to provide a park that meets our standards, so it is designated as a potential park. If they cannot build a park to our standards, they would pay the fee-in-lieu. MPT Drees asked if it were normal for a project to be this nebulous at this point. Ms. Caines said because the park came late in the process there wasn't time for Parks and Rec to feel comfortable about the ability to build a park to our standards. Because we couldn't verify that, the decision was to make it an option. MPT Drees asked if there was other land in that parcel that would be acceptable for a park. Ms. Caines said yes. Council member Hewetson asked if, with the current zoning of the smaller portion that is not being rezoned, would development trigger the needed road improvements. Ms. Caines said they would still have to make improvements when they come in with a development plan. Mayor Kondratick asked if the new general statute eliminating minimum parking requirements governed this site. John Schifano, Town Attorney, said the premise of the law is that developers will put in as much parking as they need to make their project successful. If they are underparked, their business would fail and become a blight on the town. The thought is that it would self-regulate, but he is not sure. Ms. Caines said that at the time of rezoning they are just saying they will meet the requirements. When they come in with a development plan, if the minimum doesn't comply and we are concerned at time of review, staff would comment. Mr. Schifano said that at development plan approval, the town has the right to legislate the size of buildings; so we may not be able to say you have to have x number of parking spaces per apartment, but we can require so much open space, and then people will park there.

Mayor Kondratick asked if there were any public safety issues raised. Ms. Caines said we do ask for service provider letters from different departments. There were no noted capacity issues at that point, but it was under the assumption that the new fire station was coming to that area, but that is something we can follow up on. Mayor Kondratick asked how staff would characterize the progress on the pump station. Ms. Jacobs said they are bringing a study to the table and Development Services would work with Utilities & Infrastructure on what that study would entail, which takes it a step further than it is today.

MPT Drees asked if we had an update on Sunset Lake and Optimist Farm intersection on when DOT will make the improvements. Ms. Jacobs said we do not have an update.

Council member Larson asked if there was a U-turn on Holly Springs Rd. for people going south on Holly Springs Rd. to get back in. Ms. Jacobs said the cross section has been completed, so people should be able to make the U-turn to get into their street.

Council member Foster asked what the school said about capacity. Ms. Caines said the statement from Wake County Public Schools said there was insufficient capacity, but the check boxes beneath has the N/A box checked, that there is sufficient capacity. She thinks it was an unclear letter, and staff needs to look into that. Council member Foster asked if the mobile home park would be affected. Ms. Caines said there are no residents on the site, mobile home or otherwise. So, there shouldn't be any impacts other than normal construction impacts. Council member Foster asked about the commercial parcel coming with the apartments. Ms. Caines said the existing commercial is Sunset Lake Commons. The smaller section is owned by the same people who own Sunset Lake Commons and is marked for future commercial but at this point we do not have anything proposed for more commercial.

Mayor Kondratick opened the public hearing and the following input was received:

Jason Barron, speaking for the applicant, introduced the team who was with him. He said staff and Mr. Crandall did a great job of outlining the application and the Planning Board meeting. We talk about density in every case in Holly Springs because density has consequences. This is a site that begs for density because it is close to 540, and Holly Springs Rd., and has commercial and pedestrian access. He said this developer has a lot of experience with building this kind of project in these types of locations. He said they have been working on this for five years and have worked closely with staff to make this consistent with the NE Gateway Plan, and to discuss the sewer situation in this basin. And we will help kickstart the process to see what this pump station will look like. He said not only are the uses compatible with the NE Gateway Plan, but the way they are situated speaks to other aspects of the Plan. He said Lassiter Rd. is the access to this site. There is a right-in right-out as part of the additional access, but Lassiter Rd. is the “front door” to this site. The developer will pick up construction where NCDOT left off, extending it through the site and tying it to the shopping center. This road costs close to \$5 million. It is so expensive because of the topography and the wetlands. He said that the development ties in to the existing shopping center, which has everything you want in a neighborhood-centered shopping center. He said the proximity to 540 will allow people to get off of Holly Springs Road, and places density in places that are built for it.

Mr. Barron said the plan for Sunset Lake Commons was a mixed-use center. The plan was always for a residential portion to be there. This is the right use for the right location. The elevator serviced buildings are very attractive not only to young professionals but also for older down-sizers. The building design standards are incorporated into the development agreement. This will achieve the high Holly Springs standards. He talked about landscape design and open space. He said they had lengthy conversations with Parks & Recreation, and their preference was to wait until the time of development plan to decide whether they prefer the land donation or the fee-in-lieu. Mr. Barron said the public benefits were substantial transportation improvements, the greenway, and the payment of fees.

Mr. Barron said with respect to Optimist Farm, that site is owned by the same owner and their plan is to develop commercial. They are under contract with a commercial developer, but they need to get the sewer issue figured out first. Those improvements are a timing issue - they will happen with the commercial development. He said the plan was consistent with plans, provided public benefit, and was the right use. He asked Council to approve.

MPT Drees asked where the greenway would be. Mr. Barron said the existing greenway was behind the shopping center and showed where the connection would connect to Lassiter Rd. MPT Drees asked if it would cross Optimist Farm Rd. at some point. Mr. Barron said at some point it would. Council member Larson asked if people will try to move forward and turn at the Walgreens, if there's not a sign saying U-Turns are allowed. Rynal Stephenson, Traffic Engineer, said you can make a U-Turn if there's not a sign prohibiting it, and you would have a green arrow allowing it. Council member Larson asked if it would be safer with a sign. MPT Drees said a better idea would be a no right on red sign to prevent that. Council member Larson said there's no parking on Lassiter, but is there a potential for parking down by the amenity. Mr. Barron said they are leaving that decision until design but if it becomes a public amenity they would want different parking options. Council member Larson asked about Rectangular Rapid Flashing Beacon (RRFB) at the crosswalk. Mr. Barron said that would be decided at the development time. MPT Drees said her biggest concern is Lassiter Rd. - Sunset Lake intersection. Right now, you have to take Matthews. There are stop signs in both directions, but twice she was stopped and couldn't turn right to go up to Lassiter because cars were backed up. It's less of an issue on the grocery store side of the shopping center, but on the other side there's no place for queueing. Her concern is even in 2028 we are seeing the overall time weekday pm double and she worries that it is going to be backed up and people won't be able to exit. Mr. Stephenson said even building the Lassiter Rd extension won't solve all the problems, but it gives people another option. If

some of the traffic goes towards Holly Springs Rd. it may clear up some of the traffic, but it won't be a magic bullet. He suspects that Sunset Lake Rd and Holly Springs Rd will continue to have the signal adjusted to get the timings to match what's actually going on. NCDOT doesn't adjust timings quickly enough, but that will get better over time. Having the Lassiter Rd extension at least gives people in this area another way out. Mr. Stephenson said that they hope to give their new residents incentive to walk to the shopping and not add another car to the road. MPT Drees said she does see the benefits to the people who will live there, but she doesn't see the benefit to those who shop there now. Mr. Stephenson said restricting movement would not improve the situation, this will make it the best it can be, but it may be tough at certain times. We will make it the best we can to give people options. Council member Hewetson said Matthews continues into that parking lot, and it comes to a dead end into this next portion. Is there a plan for where that road then connects? Does it connect to Optimist Farm or Sunset Lake someday? Mr. Barron said future development would tie into that. Access onto Optimist Farm would be looked at closely by DOT and the Town given the proximity to the signalized intersection. He expects it would be limited access due to the proximity to that signal. Mr. Stephenson agreed.

Mayor Kondratick said this area is a traffic hot spot. The traffic study said a little under 3000 daily car trips. He asked how many of those trips will affect Sunset Lake and Optimist Farm. Mr. Stephenson said we anticipate about 10% would go that way. Mayor Kondratick asked if that was 10% for both roads. Mr. Stephenson said yes.

MPT Drees asked if they anticipate people living there going straight on Lassiter and cutting off the corner. Mr. Stephenson said they weren't expecting a lot of people to do that. Will some? Probably. But we don't project sending a lot of traffic there. MPT Drees said most of the shops and restaurants will be on Holly Springs Road. Mr. Stephenson said we are trying to give them options to go various ways. Council member Hewetson said this is big picture for the NE Gateway. It is well situated, but to see this developed out is a large amount of commercial. Mr. Barron said the residential is in the area of the Comp Plan that calls for it as transition area. There are certainly sites designated for more intensity closer the intersection.

Council member Foster said the business at Peterson Station is close by. And people can get on 540 and having that density will trigger more businesses coming in and would be beneficial for the small businesses up Sunset Lake Rd. at Peterson Station. And having the park on this part of town is a good thing.

MPT Drees sees this and thinks it is a good project, but it's a "green banana." It's not ripe yet. Mr. Barron said that's fair. He said that the owner is in the room and is taking your feedback and they don't want to make problems for the businesses with traffic. Council member Larson said the pump station is a hold up because nothing can go through until sewage is figured out. So, while we figure out traffic and the extension and work on Sunset Lake and Optimist Farm, the water is floating the boat, and can get things all going. Mr. Barron said his client is highly motivated and what is baked into this plan is not subject to future plans. MPT Drees asked if what is being proposed is a sewer study for this development. Mr. Barrons said it is for the whole basin. Mayor Kondratick asked if there have been discussions on sewer solutions over the past five years. Mr. Barron said there have been lots of discussions. There is a need for sewer capacity in this area. We have a condition that we can't move forward until it is solved. The possible solutions include things such as, can we work with Cary because they have a pump station near there. We have been very creative in our discussions. Mayor Kondratick asked if they have estimated costs. Mr. Barron said the number he heard was in the \$25 million range. Mayor Kondratick asked if the expectation was that a public private partnership would fund this. Mr. Barrons said their commitment is to paying for the sewer study. At that point the onus is on the private development community to bring sewer to the site. At no point during this process is it contemplated that the Town will spend money towards implementing a solution.

MPT Drees said this is a park search area. The closest current park is Bass Lake. This area is desperately in need of a park. That is another reason she feels this banana is green. Mayor Kondratick

asked about the pricing of these units. Mr. Barron said they would be market-rate apartments. Since we don't know when they would be delivered we can't estimate a cost.

George Jordan, property owner, said he was the family representative of his grandfather. This is one of the last properties from the group his grandfather purchased in the 1940s. He said he started working here when Gerald Holeman was mayor, at which time it was annexed into the Town. He worked with the developers of Sunset Ridge Development. He said he had a project in Cary on a similar site and he started thinking of integration of residential and retail at that time. He said that was Meridian at Harrison Point which they still own. He talked about other projects in Cary. He said he thinks the development partner is a good one that checks all the boxes. Should the rezoning go through he thinks they have the persistence and patience to work with the town.

Melissa Kelsey, 508 Arbor Creek Dr. said she is amazed how they can hear all this and not say no. She is concerned about the public hearing and is unhappy with how the town handles public hearings. She said she doesn't receive notice because her property is not close enough. She said the hearing presents as a procedural paperwork requirement. She said this contrasted with the promotion of the Festival Street. She would like to see that same level of communication on Public Hearings. She said this affects her and her grandson's backyard where he plays. It affects her commute and daily life. She desires earlier input. The fact that it has been going on for five years and there is no clarity, she wants Council to hold off because there is not enough information.

Fran Hudson, 5524 Rex Road, said watching this was amazing because there were more unknowns than she thought. She said the density is unacceptable. A good portion of the site is natural area and there is no clear delineation on the map where the wetlands come through. She said they come through the building. Not only are they putting a \$5 million road through the wetlands that doesn't supply that much benefit. Wetlands are required to be protected by the UDO. There is no indication of existing trees on the lot and yet there was no tree study or tree preservation plan. She said it cannot meet the UDO because there is no tree plan. She said Planning Board asked a lot of questions but didn't come to any conclusions because there are no answers. She said this is crazy.

Jeff Pittman, 111 N. Belhaven St. said his property line is adjacent to this. He has been there since the 1980s and there are lots of wetlands. He is disturbed by the buffer zone. He talked to Mr. Jordan recently because there were trees that were going to fall on his property. There are only tall trees, no undergrowth and you can see everything. All the apartment buildings will be in everyone's face. Right now, the shopping center has packed parking spaces. Where are you going to put additional people? If you have 3-bedroom apartments there could be 4 or 5 cars for that unit, plus visitors. There will be a lot of traffic. It's difficult now and it will be worse. He said he was a surveyor and engineer, so he understands all this and it is complex to make it work. There are a lot of people and it's not going to stop. Be respectful of the surrounding community and the wildlife that will be displaced. Give them a bigger buffer to run through. He said he asked DOT about the walls along 540 and they said you have to leave spaces for wildlife to run through.

Mayor Kondratich closed the public hearing.

Mayor Kondratich asked for a point of clarification on the traffic study. On page 18, the trip distribution, impacts to Sunset Lake Rd, and Optimist Farm, we're dealing with 10% on both sides? Mr. Stephenson said it is still 10% on both. 15% is going in the other direction on Sunset Lake Road. He said the highest for any one movement in any one hour is 14 cars.

Council member Hewetson asked about buffers. Mr. Barron said it is type C, which is higher achieving, so the visibility will be decreased with the implementation of this buffer. MPT Drees brought up the fact that it was submitted prior to the 2022 UDO, but asked if they knew what their tree

preservation was. Ms. Caines said there was a requirement in that UDO, but she doesn't recall it off the top of her head. But as there is more density the percentages go down compared to a residential subdivision.

Council member Larson asked if this moves forward to the Quasi-Judicial stage, if the sewer study would be in place by that time. Mr. Schifano said Council wouldn't see a development plan without the sewer solution being in place. Then, under the old ordinance, the Quasi-Judicial would be site plan approval. Ms. Caines said yes, if there's no rezoning, for apartments it is a development plan which is Quasi-Judicial. Council member Larson said that might take a while. If that is the case, what is the benefit of approving this rezoning now. Mr. Schifano said there's very little benefit to the Town, but the developer has put in 5 years and is committing to the sewer study, so there is no detriment to the town. It is a zoning with conditions, and the conditions are that you are going to get what you see in the document. Ms. Caines said there is a 15% open space requirement which is a combination of tree preservation and active open space.

Council member Foster said we do have a lot of Economic Development coming to this area. With having higher density, with easy access to the highway, would that not be beneficial with those projects coming? They could take 540 versus getting on Holly Springs Road. Council member Larson said overall she agrees that density in this area makes sense, but it got forced into a timeline that doesn't work with the current UDO, but with the agreement for the sewer capacity, she thinks this will help the whole area. She asked if we would get that without this project.

Council member Hewetson said any additional commercial in this area is waiting on this sewer solution as well. It kicks off a study and we may start to see interest from other businesses in the area. Council member Foster said it is not great for traffic but it seems like a good place to keep traffic off the road since they can walk to businesses and there's access to 540. Council member Hewetson said the NE gateway is an area where we look for the right order of development going in. It comes down to making the NE Gateway the node it is meant to be. The question is, is this where that starts? It kicks off the study and maybe we find out what partnerships we need to make that investment. MPT Drees said she sees no road improvements or connections, it doesn't provide water connections to adjacent properties. All she sees is the sewer study and she's not convinced. Council member Hewetson said the Lassiter Rd extension is an improvement. She would like more investment, but this is something. Council member Larson said this project is on roads that have already been approved, so the parts of the roads that would be fixed when development comes there have already been done. MPT Drees said she doesn't see the benefit today.

Action 1: Motion to adopt Rezoning Ordinance RZ26-05 to adopt the Plan Consistency Statement, Statement of Reasonableness, and deny 22-REZ-02 Meridian at Sunset Lake Commons.

Motion: Drees

Second: no second

Vote: *The motion failed for lack of a second.*

Action 2: Motion to adopt Rezoning Ordinance RZ26-05 to adopt the Plan Consistency Statement, Statement of Reasonableness, and approve 22-REZ-02 Meridian at Sunset Lake Commons.

Motion: Hewetson

Second: Larson

Vote:

Aye: Hewetson, Larson, Foster

Nay: Drees

The motion passed.

Action 3: Motion to approve Development Agreement.

Motion: Larson

Second: Hewetson

Vote:

Aye: Hewetson, Larson, Foster

Nay: Drees

The motion passed.

14. Rezoning 25-REZ-05 Daventry and Development Agreement

Brett Gosney, Development Services, said this was an application for rezoning for Daventry at 6725 Thrasher Road. The Public Hearing is tonight, after which Planning Board will consider it at their July 28th meeting, and it would return to Council at the August 18th meeting. He showed where the property is located in town. The project is at the Rezoning stage. If approved, the next step would be a quasi-judicial Major Subdivision, followed by Civil Construction Drawings, which is administrative.

Mr. Gosney reminded the public of the reasons for using a Conditional Zoning District. He said the property is designated Residential Neighborhood on the Land Use & Character Plan and currently zoned Rural Residential. The applicant is requesting Suburban Residential Conditional Zoning. He outlined the project history from the first neighborhood meeting in April of 2025 and showed the evolution of the project since first submittal to tonight. The proposal is for 255 single-family dwelling units with a total density of 2.06 units per acre. There will be varying lot sizes, active recreation areas spread throughout the site with a greenway running along the sewer outfall in the middle of the site. The tree preservation area is located mostly in the southern area of the site, following the stream.

Mr. Gosney said the proposed standards include lower density with smaller lot sizes, and building façade standards. All dwelling units shall be equipped with a 240-volt EV charging outlet.

Elliot Blonshine, Development Services, said that water and sewer will tie into lines on Duncan Cook Road and the Hazel Ridge subdivision. They are priority level 3 in the Water Resource Management Policy. The elements they are committing to are constructed wetlands, green building standards, and tree preservation. Staff believes there is adequate allocation for this project.

Mr. Blonshine said that transportation improvements include frontage widening along their frontage of Adcock Road, internal streets with stubs to Hazel Ridge and an alternate connection to the south in the event Hazel Ridge is not built prior to this development, and a greenway along the stream. The traffic study included ten intersections plus the two new site access drives. Improvements include turn lanes, and a traffic signal at Piney Grove Wilbon and Adcock Rd.

Mr. Gosney said the Development Agreement includes a commitment to the Water Resource Management Policy and a commitment to associated road improvements. He said that staff analysis indicates that minimal changes to the UDO are being requested, the project is providing a housing type that is consistent with the Comprehensive Plan, however it is inconsistent with the Comprehensive Plan recommendation FLU-8 Protect Affordable Housing. But overall, staff recommends approval of the applicant's current proposal.

Mayor Kondratick opened the public hearing and the following input was received:

Jason Barron, speaking for the applicant, said the plan is reasonably consistent with the Comprehensive Plan and provides significant infrastructure improvements in the public interest. He said the rezoning is reasonable because the Comprehensive Plan designation of Residential includes Suburban Residential. He walked through the proposed site plan. He said a lot of trees are being preserved with this plan, including in active open space areas. He said the greenway improves the walkability of the neighborhood. He discussed how the State Transportation Improvement Program has nothing in the Piney Grove Wilbon Road area and how this project proposes improvements in the corridor. He said they are aware of the sensitivity of this area and the need to provide improvements

that will benefit the current drivers as well as the new residents. He said the biggest improvement is the signalization of Adcock at Piney Grove Wilbon, in addition to the turn lanes, and the fee-in-lieu of a signal at Rouse Road. He summed up by saying the project is consistent with the Comprehensive Plan and offers significant infrastructure improvements, and asked Council to approve.

Mayor Kondratick asked about additional daily trips on Piney Grove Wilbon. Tyler Blain, with Exult Engineering, said they estimate 60% coming from Adcock Rd. turning left, and 20% turning right going south. Total trip distribution is just under 2,400 daily trips. If you take away the current mobile homes, it comes to 1,900 daily trips. This will increase the traffic on Piney Grove Wilbon by about 7%. Council member Larson raised concerns about the light at Adcock being mostly for the residents of the new development. Also, she is concerned with taking out the mobile homes for a project that only benefits new residents. Mr. Blain said the light provides better traffic flow on Piney Grove Wilbon and there are plans to sync the lights along the corridor for better traffic flow in that corridor. Council member Larson asked what the distance between those lights was. Mr. Blain said it was Duncan Cook to Adcock 1,900 feet; Adcock to Wilbon about 2,700 feet.

Council member Foster asked if there was any assistance or compensation for the displaced mobile home residents. Mr. Barron said the owners have been actively communicating with the residents. Months ago they started communicating with them and construction is a long time away. He doesn't know if any monetary compensation is being offered, but they have been communicated with about this every time they pay their rent.

Mayor Kondratick asked if these were all market rate units. Mr. Barron said they were.

Council member Foster asked about the schools and their capacity, particularly elementary schools. Mr. Gosney said Wake County Public Schools said the same thing as they did about the Hazel Ridge subdivision, but they collect this information so they know where to locate new schools. Mayor Kondratick asked if there were issues with emergency response. Mr. Gosney said there were no issues.

MPT Drees asked what the timeline on the road improvements was, compared to the construction. Mr. Barron said road improvements would be front loaded, before the building. MPT Drees asked if they would be willing to add that to the Development Agreement. Mr. Barron said yes, they could work with the town to add that.

Fran Hudson, 5524 Rex Rd said she is concerned about the trees. There is a tree that is 14 feet in circumference on this property. She said the picture she sent has a ten dollar bill on the tree for size reference. This tree is not on the tree survey, which is not a tree inventory. There are a lot of missing trees on this plan. There is no guarantee that there is compliance with keeping 10% because there is no inventory. The trees provide shade and other benefits. You are losing protection for the environment and wildlife because you will flatten it. I have been inquiring about the tree inventory and have been told that it is not collected. How can you disregard the requirements that protect these assets in favor of developers' profits? She urged them to push back because that tree is probably 267 years old. It cannot be replaced by saplings they plant. It would take years. They are going to take it down. She said she asked Grayson Taylor how it can meet the UDO.

Dawn Cozzolino, said she is asking them to use their authority under the new review process to pause this petition and take it back to the drawing board. The current system is a predetermined pipeline. Developers spend months behind closed doors with staff and by the time it reaches a neighborhood meeting, it is too late. Step one of the zoning project was skipped. You are never asked to decide whether this property is appropriate to move from one zoning to another. You are immediately hit with marketing from developers with pretty pictures and a promise to build less, which looks like a compromise but is really not. There is no transition here. It goes from this residential into the surrounding area, which is a low-density corridor. You talk about traffic all the time. But Veridia off of 540 is going to add many vehicles. All these developments coming in are going to add many cars. All your roads are Ds or Fs, even though I didn't see it on the traffic plan. The Piney Grove Wilbon meeting was a playback of the crisis and this is a crisis.

One written comment in opposition.

Mayor Kondratick closed the public hearing.

Council provided the following feedback to the applicant.

Council member Hewetson asked about existing specimen trees in the open space that is being preserved. Mr. Gosney said within the portions shown on the site as tree preservation area, there are specimen trees. They are shown on the survey which was completed by the landscape architect for the applicant. The applicant added an additional tree preservation area because there are large trees in that area.

Mayor Kondratick asked the applicant to have something to say about relocation of the existing residents when they come back for Council approval.

MPT Drees asked if Street J connected to the adjacent property. Mr. Gosney said it connects to Hazel Ridge, but if Hazel Ridge doesn't develop they have the additional access. MPT Drees said she is concerned about the developments that cross the stream. She would like to see more detail on those. Council member Foster said she wants information on the mobile home community, and to zoom in on the corridor and see if there is a way to connect the upcoming developments to create something beneficial to the residents.

Mr. Gosney said that the application will be forwarded to Planning Board for review and recommendation at their July 28th meeting.

Mayor Kondratick called for a 5 minute recess.

15. Rezoning 25-REZ-08 2420 Avent Ferry Road and Development Agreement

Brett Gosney, Development Services, said that this was a request for rezoning for 2420 Avent Ferry Road, and tonight would be the public hearing. After the hearing the item will go to Planning Board on their July 28th meeting and come back to Council on August 18th. He showed where the property is located on the south end of Avent Ferry Road and said that if the rezoning is approved next steps would be a major subdivision and development plan, followed by Civil Construction drawings. He reminded the public of the uses of conditional zoning districts. The property is designated Residential on the Land Use & Character Plan with a small amount of Natural Area and Conservation Neighborhood. If the rezoning is approved, the Future Land Use Map would be amended to show an area of Neighborhood Center to replace areas along Avent Ferry Road that are being developed without commercial. The property is currently zoned Rural Residential and has Rural Residential zoning on two sides of it and Suburban Residential zoning on two sides. The applicant is requesting Suburban Residential on most of the site and Neighborhood Mixed-Use on the smaller commercial area of the site.

Mr. Gosney gave an overview of the project history and showed the evolution of the project from first submittal to the current proposal. The project includes 53 single-family dwelling units with a density of 1.88 units per acre. There would be a commercial space to support a minimum of 5,000 sq. ft and maximum of 16,000 sq. ft. of commercial building, and a ten-foot wide sidepath running along Avent Ferry Road and along the Buckhorn Duncan extension. He said the proposed standards include lower density, but reduced front and side yard setbacks, building façade design standards, a restriction on the types of commercial uses permitted, a minimum of 5,000 sq. ft. of commercial, and a lower maximum building height of 40'.

Mr. Blonshine said the project would connect to water and sewer on Avent Ferry Rd. and be served by the Avent Ferry Pump Station. A sewer study was conducted and concluded that the downstream capacity is sufficient. The allocation elements they have committed to are green building standards and preservation of specimen trees.

Mr. Blonshine said road improvements include widening Avent Ferry Road along the property frontage, the extension of Buckhorn Duncan, a crosswalk at Buckhorn Duncan and Avent Ferry, as well as the sidepath, and internal residential streets. He said the street adjacent to the townhomes and the commercial included on-street parking on both sides of the road. He said the transportation study included ten intersections in addition to the two site access points. The applicant would construct five turn lanes and contribute \$34,000 towards a future signal at Avent Ferry Road and Buckhorn Duncan Road.

Mr. Gosney said the proposed Development Agreement includes a commitment to the Water Resource Management Policy and commitment to associated road improvements. He said the proposed residential portion of the site is consistent with the Comprehensive Plan and the proposed commercial area is to replace other commercial areas along Avent Ferry Road. He said staff recommended approval.

Mayor Kondratick asked if the extension of Buckhorn Duncan would then dead-end into parcels owned by Duke Energy. Mr. Blonshine said one parcel is not owned by Duke Energy but he cannot recall who owns it. They are not providing a stub to the border with Duke Energy land. MPT Drees asked what the eventual plan for Buckhorn Duncan is. Mr. Blonshine said there are stub streets from Holly Pointe that could connect with it. Elizabeth Goodson, Development Services, said it will connect to the Southern Access Road outside of Braxton Village, south of the Fuji property. It is a long north south connection and they are doing their piece across their property. Mayor Kondratick asked if the access to the commercial will be from within the property, rather than from Avent Ferry Road. Mr. Gosney said that is correct. Council member Larson asked if, with the commercial and the traffic study, that didn't trigger a signal. Mr. Blonshine said it did not trigger enough warrants to get a signal, which is why we asked for the fee-in-lieu. Council member Larson asked if, with the crosswalk, will there be other signaling for a safe crossing across Avent Ferry Road. Mr. Blonshine said we need to coordinate with NCDOT but that is often a consideration. The connection across to the south is an important piece. It may not happen right at that intersection, but the connection to the southern side is what we are after. Mayor Kondratick said it is ultimately DOT's decision, but we can advocate? Mr. Blonshine said yes, we will work with them on appropriate means to be installed so a crosswalk can be installed. For us, if this project were to move forward, that crosswalk will be a part of it, the timing will come with the project. The *type* of crosswalk would be a DOT decision. Council member Foster asked if can we tie that to the beginning of the development, since it's such an issue. Maybe before the first business goes in. Mr. Blonshine said our normal process is that before plotting of lots you have to have your infrastructure complete. That is our normal process. MPT Drees said the Bridgeberry sidewalks on the opposite side of the street kind of dead end. She asked if there was a way to connect that to the road. Mr. Blonshine said yes, they would include a ramp with the crosswalk.

Mayor Kondratick opened the public hearing and the following input was received:

Jason Barron, speaking for the applicant, said his client is the property owner, and they want to deliver commercial. They actually asked for this change. He talked about the evolution of the plan from townhomes up front to single family homes. The access to the commercial is interior to the development. There will not be any parking between the commercial and Avent Ferry Road. He said the improvements to Avent Ferry Rd. are substantial. He said this project advances the goals of the Comprehensive Plan, seamlessly integrates with surrounding neighborhoods, and provides a commercial component and significant improvements to Avent Ferry Road.

Mayor Kondratick asked if all the homes would be market rate. Mr. Barron said they would. Council member Larson asked if there was a commercial partner planned for that space, and if it would be a drug store type size. Mr. Barron said at this point there is no tenant lined up but the property owner will build a minimum of 5,000 square feet and a max of 16,000 square feet. Council member Larson asked about parking. Mr. Barron said the client will make sure there is adequate

parking to make their businesses successful. Holly Springs is still a suburban area and people expect to be able to park, and developers understand that.

MPT Drees asked about safety as far as people turning in to visit the commercial, because there are homes on the other side. She asked what safety elements they were considering. Mr. Barron said they will work on that as they go forward, but he thinks they will put the access at the end of the space and will be paying close attention to that at the development plan stage.

Fran Hudson was called, but had left the meeting.

Five comments in favor and one opposed were received in writing.

Mayor Kondratick closed the public hearing.

Mr. Gosney said the application will be forwarded to the Planning Board for review and recommendation at their July 28th meeting.

16. Voluntary Annexation A25-10 Veridea S. Village East

Sarah Lipkin Sularz, Development Services, said this item was to consider a request for annexation of +/- 1.53 acres located at 3705 Old Holly Springs Apex Road. She showed where the property is located and said that the annexation is requested to facilitate emergency response at the intersection of Carolina Springs Blvd. and Veridea Parkway.

Mayor Kondratick opened the public hearing and the following input was received: none.

Mayor Kondratick closed the public hearing.

Action: Motion to adopt Annexation Ordinance A25-10.

Motion: Hewetson

Second: Larson

Vote: unanimous

A copy of Annexation Ordinance A25-10 is attached to these minutes.

NEW BUSINESS

17. Rezoning 25-REZ-02 Powell Place Rezoning and Development Agreement

Conor Ryan, Development Services, said this was a request for rezoning Powell Place at 7051 and 7121 Rouse Road. The public hearing was held on January 20th and it went to Planning Board on April 28th. At the May 19th meeting Town Council deferred action until after a public meeting on the Piney Grove Wilbon Corridor. He showed where the property was located and said it is designated as Mixed-Residential Neighborhood on the Land Use and Character Plan and currently zoned RR Rural Residential. He outlined the plans for three housing types, centralized active recreation area, enhanced buffering and additional offsite road improvements added after the public hearing.

Mr. Ryan said that changes made to the project since the Public Hearing and May 26th meeting comments include additional roadway widening along Rouse Road for approximately 450 feet east of the site drive, including the frontage at 7121 Rouse Road, installation of both a right turn lane and a left-turn lane into the site, and commitment of \$100,000 for improvements to Rouse Road in the form of shoulder widening or as a fee-in-lieu.

Elliot Blonshine, Development Services, said that the traffic study included eight intersections. The applicant is committed to five turn lanes and shoulder widening of Rouse Road, or a fee-in-lieu.

Two of these turn lanes were added after the public hearing to provide safer access. The development agreement will include shoulder widening on Rouse Road up to \$100,000 or a fee-in-lieu for safety improvements along Rouse Road. The choice of which of these two will come after further discussions with NCDOT. They seem amenable to this widening, but the determination of road widening or fee-in-lieu would be worked out prior to the subdivision plan. Mayor Kondratick asked if the \$100,000 was moved from the signal to the shoulder widening between May and today. Mr. Blonshine said yes, this gives us some flexibility on where we want to apply this \$100,000. Mayor Kondratick asked if we don't know the total price of the shoulder widening yet. Mr. Blonshine said we do not. That would come as we work through the design.

Mr. Ryan said that the housing products and site design are consistent with the UDO and the Comprehensive Plan. The Conditional District development standards create small design enhancements and increased buffering, and staff recommends approval.

Jason Barron, speaking for the applicant, gave an overview of the project and said since the last time they were here they did meet with DOT and they basically said they wouldn't have an issue with widening the shoulder on that S curve. DOT had a soft shoulder improvement project along that road recently. A lot of those were where you would expect them, on the hard part of the curve. We walked through other areas where similar shoulder widening could occur. But this condition gives you optionality on how you add to the safety concerns along Rouse Road.

Council member Larson asked if the speed limit reduction was discussed. Mr. Barron said the meeting he had did not address the speed limit, but the traffic engineer had a discussion and DOT indicated they would agree to a speed limit reduction. Council member Foster asked how we would know the speed limit could be reduced. Mr. Barron said we will have better clarity during the development plan process. Council member Foster asked if they do the shoulder improvements, how would we have the guarantee that they spent that \$100,000. Mr. Barron said the Agreement is worded such that the town gets \$100,000 of either the improvements or fee-in-lieu. Anything left over after the shoulder would be paid to the town as a fee-in-lieu.

MPT Drees said if the 35 MPH speed limit is in the developer agreement, she doesn't see it. Mr. Barron said that was not subject to change. If it was removed we will add it back. That is a condition we would agree to.

MPT Drees said she has a request to the applicant. We are seeing an increase in AI-generated content. If we could see less that would be fantastic.

Mayor Kondratick said what he heard on June 1st was asking us to look at the corridor as a whole and what the strategic needs are. He would like to look at this in terms of potential improvements, and the safety concerns that exist in the area. Council member Larson said that from a macro level, she sees this as important connectivity. The improvement on the S curve and the potential of the signal is important and she sees the benefits of this development. And the ranch style for older residents is also a benefit.

Council member Hewetson said if we think the safety of the S curve is more important than the stop light, if it takes partnership of a couple of developments to make it happen. But the improvement of the S curve and the increased safety, they have listened to our request for safety. Council member Foster said she agrees. She appreciates the shoulder improvements and thinks connectivity is important. And she likes that the reset of the money can go to the signal if there is any left over. And having another price point in town is important.

MPT Drees said she lives near an S curve and there have been zero improvements and she can hear the sirens from her house. She is not ok with choosing between one side and the other to improve. Mayor Kondratick said the timing of the safety improvements is important. We have to wait for the development plan to be done to know. Mr. Ryan said road improvements, onsite and offsite, will have to be done before construction.

Council member Hewetson said the question to be asked is, the approval of the Development Plan is contingent on what we see in the safety improvements? Conor Ryan said that design will occur during construction drawings and be part of the plan set. Mr. Blonshine said that any improvements

would be part of the plan set. Council member Larson thanked the applicant for going through this process and working with staff and Council to show how we use feedback.

Action 1: Motion to adopt Rezoning Ordinance RZ26-03 to adopt the Plan Consistency Statement, Statement of Reasonableness, and approve 25-REZ-02 Powell Place.

Motion: Larson

Second: Hewetson

Vote:

Aye: Larson, Hewetson, Foster

Nay: Drees

Action 2: Motion to approve Utility Allocation for Powell Place.

Motion: Larson

Second: Hewetson

Vote:

Aye: Larson, Hewetson, Foster

Nay: Drees

18. Rezoning 25-REZ-09 New School Montessori

Brett Gosney, Development Services, said this was an application for rezoning for New School Montessori at 5671 Sunset Lake Road. The public hearing was held on March 17th and the project went to the Planning Board for consideration on June 23rd. He showed the location of the property and said this is the rezoning stage. If approved, next steps would be the Development Plan followed by Civil Construction Drawings. He reminded the public of the reasons for a Conditional Zoning district.

Mr. Gosney said the property was designated Residential Neighborhood and Natural Area on the Land Use and Character Plan. It is currently zoned Rural Residential, and the school is considered a non-conforming use. New School Montessori wishes to rezone to Rural Residential Conditional District in order to expand the school.

Mr. Gosney gave the history of the project. He said that at the public hearing key topics were queueing and stacking during drop off and pick up times, the current traffic situation at those times, the size of the future expansion, and providing sidewalk connections to adjacent neighborhoods. Since the public hearing the applicant has included a condition to reserve a location for a pedestrian stub to their eastern property line, provided the Camp Branch Greenway alignment is determined within 5 years of zoning approval.

Mr. Gosney said the school had agreed to the following new zoning conditions: the school shall have a maximum enrollment of 300 students; the owner shall, at its sole expense, install updated school zone signage and pavement markings along Sunset Lake Road; and the school shall implement a Traffic Management Plan beginning school year 2026-27.

Mr. Gosney showed the evolution of the project from first submittal to the present, and the locations of current buildings, site access points, and the potential greenway stub. He said there is a large area of tree preservation on the eastern portion of the site. A ten-foot side path would be constructed along the road frontage and a proposed location reserved for future connection to the Camp Branch Greenway. He said the proposed standards would permit a childcare center or school, reduce side setback to five feet and increase perimeter buffers to 10-foot type B, and building façade design standards would be similar and compatible with the existing school building on site.

Catherine Jacobs, Development Services, said the site is served by sanitary sewer already and could connect to existing water lines on Sunset Lake Road. There would be a proposed water stubs on the north and west sides of the property. She said the transportation improvements include widening along their frontage, and the pedestrian stub to the future Camp Branch Greenway. The applicant is

committed to installing updated school zone signs and to create a school pickup plan. The traffic study included three intersections and the site access.

Van Crandall, Planning Board Representative, said the Planning Board voted to recommend approval with a vote of 8 – 0. The one question that came up was concern about parents coming out of the school and turning around in neighborhoods. One suggestion was a right and left turn option on the school exit. And they recommend the school have a traffic attendant to help guide traffic.

Mr. Gosney said that the proposed rezoning is consistent with the Comprehensive Plan, that large areas of tree preservation are being maintained in the rear of the site, and improvements that will help make steps toward greater pedestrian connectivity are being made. Staff recommends approval.

Latisha Shapiro, speaking for the applicant, introduced the team who was with her. She explained the concept plan. She said that the growth of the school would allow the New School Montessori to grow on its existing campus to meet the needs of students and families while remaining a good neighbor, and preserving tree preservation and natural areas. By expanding their capacity, they can offer access to more families who want a Montessori education. She said the public benefits include this expanded access, reducing the burden on existing public schools, making transportation improvements and being good stewards of the natural environment on their property. She talked about the transportation improvements and showed the vehicle circulation pattern that would keep carpool queues off the street and on the school property.

Council member Larson asked if the school was telling parents who turn right on Sunset Lake, where to turn around. Ms. Shapiro said they are going to implement the traffic plan for the next school year. She said they drove it this weekend to see what opportunities arrive. She said that traffic engineer Rynal Stephenson can also give Council an idea of the amount of traffic that would do that.

Mr. Stephenson said they are laying this out in the traffic management plan. Part of it is telling parents what their traffic pattern is. They will identify where parents can turn around because they did hear those concerns at the public hearing. He said they are going to identify that for the parents and provide it to them so they have a clear understanding of the expectations. He said they are also trying to improve the driveway to have a left turn lane to keep the traffic moving. Capping the enrollment will also help the traffic. Council member Larson asked if the officer directing traffic is on Sunset Lake. Mr. Stephenson said they can help direct people if traffic is getting bogged down. But one of the big improvements is the distance on-site that parents can queue up. If there is stacking to get out it is not going to impede traffic flow off campus. MPT Drees asked if they would be open to modifying the traffic plan or arrival times if they find that there is a problem. Ms. Shapiro said they are willing to make adjustments once they see what works.

Action: Motion to adopt Rezoning Ordinance RZ26-04 to adopt the Plan Consistency Statement, Statement of Reasonableness, and approve 25-REZ-09 New School Montessori.

Motion: Drees

Second: Hewetson

Vote: unanimous

Catherine Jacobs asked if Council could back up and take a vote on the Powell Place Development Plan, which got missed previously. She outlined changes in the development agreement including language around Parks and Recreation Fee-in-lieu and removal of language around the reduction of the speed limit, due to NCDOT feedback. There was discussion about what it would take to reduce the speed limit. John Schifano, Town Attorney, said that in corporate limits the default is 35 mph unless the town and DOT agree to something different. The Town could drop our portion to 35 MPH but the part in the town limits is very small so we want to work with DOT so that they agree to carry that speed limit outside of town limits. We put into the agreement that the developer has an obligation to work with DOT to get that speed limit reduced to 35. He asked Council to make the motion recognizing the removal of the Parks & Recreation fee-in-lieu terminology and the speed limit requirement.

Action: Motion to accept the Development agreement for Powell Place, contingent upon the Speed Limit discussion with DOT and our staff, and a removal of the Parks and Recreation terminology around the fee-in-lieu.

Motion: Hewetson

Second: Larson

Vote:

Aye: Larson, Hewetson, Foster

Nay: Drees

The Motion passed.

19. Camp Branch Greenway Feasibility and Design Contract

LeeAnn Plumer, Director of Parks and Recreation, said this item was to review the Camp Branch Greenway Project and advance the project to the feasibility study and design phase. She gave the history of the project from the March 2021 Greenway Master Plan through the November 2025 Great Trail State Program Grant. She said the greenway would be approximately 1.21 miles with connections to Sunset Oaks, Carrington, Wescott, Brackenridge Point, New School Montessori and the Town of Cary's future greenway, with a future connection to Sunset Commons. She said the Request for Qualifications was issued in early 2026. Seven firms responded and Dewberry was selected and contract negotiations occurred.

Ms. Plumer said that funding for the feasibility and design comes from the Parks & Recreation General Obligation Bond, the Great Trails State Program grant, and savings from other Parks projects. She gave a timeline for the feasibility study, preliminary engineering, construction documents and permitting, should the contract be approved and said construction is anticipated to start in late 2028, if funding is identified.

MPT Drees asked if we know when Cary will be ready to connect. Ms. Plumer said we have been in contact with Cary and their timeline has changed over time so we do not have a current timeline. MPT Drees asked if it made sense, after we map out the design, to make the neighborhood connections but do a second phase to correspond with Cary's construction. Ms. Plumer said she thought, as we work through the feasibility, we can look at the impacts to those neighborhoods and the connection with Cary. We just need to see where it plays out. Council member Larson asked if this would trigger Cary's timeline more so that we meet in the middle. Ms. Plumer said we can't speak for Cary, but they were considering the grant we were awarded so they are interested in constructing their part. Council member Larson said Middle Creek is a great connection, so she hopes that this goes forward.

Action 1: Motion to authorize the Town Manager to enter into a contract with Dewberry for the Camp Branch Greenway Feasibility and Design in the amount of \$1,161,247.82.

Motion: Hewetson

Second: Larson

Vote: unanimous

Action 2: Motion to authorize the Town Manager to negotiate, sign, and execute any other required agreements, amendments, or change orders necessary to deliver the Camp Branch Greenway project, consistent with prior Council action and scope, and within the approved project budget.

Motion: Hewetson

Second: Larson

Vote: unanimous

OTHER BUSINESS

Council member Larson said Parks and Recreation month is going strong, but there is still time to get your punch pass. There is a free outdoor movie on the 31st and the Salamanders game is 150th themed.

MPT Drees said there was mention of working with CAMPO on a Piney Grove Wilbon planning committee. She asked if it was possible to check with them to see if there has been progress. Mr. Harrington said staff would prepare a Friday briefing report on what it would take to do that. MPT Drees thanked Wake County Vice-Chair Jackson for bringing the Wake County Library event to Holly Springs.

Mayor Kondratick said the First Responders Awards is always a great event. He sent congratulations to the award recipients and to all our first responders. He wanted to ask Town Staff to draft a more formal policy with regard to Parks and Recreation partnerships. Council member Hewetson asked him to clarify what he meant by partnerships. Mayor Kondratick said he wanted to clarify things like nonprofits getting discounted rates for spaces, etc. so we are applying the same policy to all groups. Finally, the state finally passed a budget and included in it was \$2 million to invest in the Piney Grove Wilbon corridor. He thanked Rep. Paré who was instrumental in making that happen.

Council member Foster said with the public comments we were getting toward the beginning with people speaking about the Future Land Use Map and the UDO, she wondered if there was something we could put together in a Friday briefing so we Council members can communicate to them, so they know we are following the rules. Mr. Harrington said, for clarification, from the staff perspective, we are going to follow our policies and ordinances. We are not going to recommend to you something that violates that. Our team does a great job of updating our development website and it is a great resource. That may be a source to refer residents to. Elizabeth Goodson, Development Services, said those are the sources that are available, and we can continue to communicate in meetings the steps in our process. Tonight was a unique situation, but we are phasing out the legacy process and moving to a more uniform look. Council member Foster said she was looking for a way to communicate to the public that we are following our ordinances. Mr. Harrington said it can be confusing where we have been updating the UDO, and we still have developments that started before that. Depending on when they came into the process, there are different rules and that can be confusing. If we are not doing a good job of communicating that, please let us know. Council member Foster thanked everyone for hanging in tonight.

MANAGER'S REPORT

Randy Harrington, Town Manager, said he wanted to thank Development Services for tonight's meeting and the great work that went into this agenda.

He then invited Police Chief Paul Liquorie to the podium to give an overview of the Holly Springs Police Department's use of Automated License Plate Reader (ALPR) Technology.

Chief Liquorie defined ALPRs as high-speed camera systems that automatically capture images of license plates using optical character recognition (OCR) to convert them into text, and record the date, time, and location in a searchable format that can be retrieved through a database. He said that Flock is a brand, and not the one Holly Springs uses, because of the potential issues. Holly Springs uses Vigilant, which is a subsidiary of Motorola. He explained that law enforcement uses them for active alerts such as stolen vehicles, wanted persons, and Amber and Silver alerts, and for passive investigations when a crime was committed in our community where suspect vehicle information is known. He said that in order to query the system, officers must input certain information such as case number or suspected vehicle. He then gave examples of how Holly Springs Police Department has used them to retrieve stolen cars and to find missing persons. He said other law enforcement agencies at the County and State level can use ALPRs within our town limits as part of their larger jurisdictions.

Chief Liquorie said that there are more cameras in town on private property used for things such as toll collection, parking enforcement, car washes, towing services, parking establishments, retail security and neighborhood watch programs. Not all cameras are used by the Holly Springs Police. He then showed a sample of what officers view. They must input a case number when accessing data and

access is recorded and monitored. The cameras show the location, vehicle make, model and distinctive features (stickers, dents, etc.) They do not show owner information or a driver photo or information.

Chief Liquorie said that policy safeguards are in place to protect privacy and civil liberties. These include state laws and internal policies. There is visual and agency verification. A case number is listed with each inquiry. Audits are performed to ensure only authorized access. Data purges are mandatory and there are administrative penalties to misuse, including termination or criminal prosecution.

Mayor Kondratick asked what of the information that we use is able to be obtained through a public records request. Mr. Schifano, Town Attorney, said zero. The actual data is Law Enforcement Criminal Intelligence information, which is not a public record. The other big thing is that Police cannot use the presence of a person in a place as probable cause. They need to have another fact. Retailers want to use them for marketing, but the Driver License Protection Act keeps them from accessing someone's personal information from their driver license.

MPT Drees asked if federal agencies were allowed to access our ALPRs. Chief Liquorie said we do have Memorandum of Understanding (MOU) with some federal agencies. MPT Drees asked if those MOUs expire, and were they specific or very broad. Chief Liquorie said he would have to get back to them on the length of the MOUs. MPT Drees asked, if Vigilant changed its policies or if data got loose, was there notice provided. Chief Liquorie said staff did our research going into this and are one of the few not using Flock, and we made that choice deliberately. If something changed, we would address that and decide whether we needed to make a change. It is a subscription, so if there is a violation we can go to legal and get another vendor. Mayor Kondratick asked to clarify that state law enforcement can put one of these on state roads that go through Holly Springs without our approval or knowledge. Chief Liquorie said that was absolutely correct.

Mr. Harrington said looking ahead to the fall, one of the topics that is a big, meaty topic is around transportation projects, and consideration of a bond. He would like to propose adding a workshop, between 2-4 hours, on an afternoon in September. There are three meetings in September already, so maybe looking at the back end of the month would be best. If you are amenable, we can work with the clerk, and you can amend your calendar at the August meeting. Consensus was to schedule such a meeting.

CLOSED SESSION: Council entered into closed session pursuant to N.C.G.S. 143-318.11(a)(4) to discuss an economic development incentive and N.C.G.S. 143-318.11(a)(3) to consult with the Town Attorney on *Fran & Jeremy Hudson v. Greenhawk, Ragan, and TOHS*, with a motion by Council member Larson a second by Council member Hewetson and a unanimous vote.

Motion to leave closed session was made by Council member Hewetson with a second by Council member Larson and a unanimous vote.

Adjournment: Council member Hewetson made a motion to adjourn at 12:17 am, Wednesday, July 22nd. It was seconded by Council member Larson and passed with a unanimous vote.

Respectfully submitted on Tuesday, August 18, 2026.



Linda C. McKinney, Town Clerk

Addenda pages as referenced in these minutes follow and are a part of the official record.