



## MINUTES

The Holly Springs Town Council met in regular session on Tuesday, March 17, 2026. Mayor Kondratick 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 Kondratick, Mayor Pro Tem Annie Drees, Council members Danielle Hewetson, Chris Deshazor, Sarah Larson, and Kara Foster.

**Council Members Absent:** none.

**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 and MaryBeth Spoehr, *Budget and Sustainability*; Cassie Hack, *Director, Communications and Marketing*; Tina Stroupe, *Finance Director*; Chris Hills, *Director of Development Services*; Elizabeth Goodson, Brett Gosney, Sarah Sularz, and Elliot Blonshine, *Development Services*; Irena Krstanovic, *Director, Economic Development*; Anna Murphy, *Economic Development*; LeRoy Smith, *Fire Chief*.

**2. and 3.** The Pledge of Allegiance was recited followed by an invocation by Mark Campbell of Oasis Church.

**4. Agenda Adjustment:** The March 17, 2026, meeting agenda was adopted with changes, if any, as listed:

**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:

Joe Prater, 4020 Lassiter Rd., said he participated in the rezoning on Sunset Lake Rd. and is concerned about traffic and parking. He said the street is failing and adding traffic will make it worse. He said adding the bank would make it more difficult. He said the fee-in-lieu must be used on traffic calming measures that affect their neighborhood. He also asked for the street to have curb and gutter and sidewalks for safety. He said he understands that they must cooperate with NCDOT but asked them to make an effort. Or to take ownership of the street to have control over it. He said he was not opposed to progress, but the safety and character of the neighborhood must be preserved and if this is approved they must install traffic calming measures.

Ali Vulpe, 4020 Lassiter Rd., said she wants to say she is not opposed to the project but growth should not come at the expense of the residents. There are two issues on Lassiter – the existing business which already generates overflow parking, including along the curve. The larger issue is cut-

through traffic. People trying to bypass the intersection use Lassiter and she says that they speed. At the Planning Board meeting someone said this is the first of many developments and the traffic will just get worse. She asked that Lassiter not be considered a collector road and there should be traffic calming. Lassiter should be right turn only which would address the bank traffic but not cut through traffic. She said parking should be prohibited on the road. She asked the town to consider speed bumps or other infrastructure. She said DOT allows speed bumps in some situations and Lassiter might meet the criteria. She proposed the installation of a gate where Lassiter meets Holly Springs Rd. to keep nonresident traffic out.

Kimberly Nichols, said she lives at 6003 Holly Ln., right off Lassiter Rd. She said that that area has 30 school age children, not counting the apartments. It is unsafe. The way things are is dangerous. She asks that Council think about this while they are preparing these projects.

Anna Jannis, said she lives in the Lassiter neighborhood. Said she had nothing prepared and asked to yield her time to Ms. Volpe. Mayor Kondratick explained that yielding time was not allowed.

Mounia Madry, said she lives at 4016 Lassiter Rd, directly behind the proposed Chase Bank. She wants to repeat what everyone else said. She is not against new developments but is concerned about the safety of her children. She wants them to be able to play outside and not worry about them getting hit. The entrance of the bank on their street, directly across from another business, will create a bottleneck. To protect the community, she asks that any approval be conditional on safety measures. She said she understands that the developer could pay a fine [fee-in-lieu]. She asked that these funds be allotted directly to Lassiter, to prohibit parking, limit parking to one side, or something else. She is also concerned about the light pollution from the lights at the ATM. Finally, as the bank moves in and others down the road, she asked Council to consider the safety of those who live on Lassiter Road.

The following public comments were received in writing: one comment from Kyle Stittleburg regarding the price of EV charging at Womble Park; one comment from Katherine Groff and one from Jennifer Salas regarding traffic on Lassiter Road.

## **Recognitions**

### **5. Nepal Day Proclamation**

Mayor Kondratick proclaimed April 18, 2026 as Nepal Day in Holly Springs and presented the proclamation to Dadin Pandey and Bikash Shayka.

### **6. Arab American Heritage Month Proclamation**

Mayor Kondratick proclaimed April 2026 as Arab American Heritage Month in Holly Springs and presented the proclamation to Ahmed Radwan.

### **7. Testicular Cancer Awareness Month**

Mayor Kondratick declared April as testicular Cancer Awareness Month in Holly Springs and presented the proclamation to Andrew Mayefskie.

### **8. Autism Acceptance Month**

Mayor Kondratick proclaimed April as Autism Acceptance Month in Holly Springs and presented the proclamation to Gaile Valcho.

### **9. Arbor Day Proclamation**

Mayor Kondratick proclaimed March 21<sup>st</sup> as Arbor Day in Holly Springs. He said that the town will celebrate Arbor Day on March 21<sup>st</sup> with the planting of a tree near the Cultural Center and he would read the proclamation then.

## **REQUESTS AND COMMUNICATIONS**

### **10. Holly Springs 150<sup>th</sup> Celebration**

Cassie Hack, Director of Communications and Marketing, gave a presentation on the upcoming 150<sup>th</sup> Celebration. She said the celebration would kick off on July 5, 2026 with the Town's Independence Day celebration and continue throughout the year. She outlined some of the upcoming activities. She announced that Genentech was the premier sponsor as they are celebrating their 50<sup>th</sup> anniversary the same year, and that many businesses in Holly Springs are participating with special events or products. She said the special 150<sup>th</sup> website would be coming soon and would include, among many other things, a 150 Stories Collection. Residents and businesses are solicited to submit stories for inclusion. The web address will be [hollyspringsndc.gov/150](http://hollyspringsndc.gov/150).

### **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 Deshazor and a unanimous vote. The following actions were affected:

11. Minutes of Mayor and Council Retreat and February 17, 2026 Business Meeting – The Council approved the minutes of the February Mayor and Council Retreat and the February 17, 2026 Business meeting.

12. Budget Amendments – The Council received a budget amendment report from the Town Manager and approved a budget amendment for Capitalized Interest Payment.  
*Copies of the budget amendments are attached to these minutes.*

13. Annual Certification of Zoning Map – Council adopted Resolution 26-13 approving certification of the Zoning Map.  
*A copy of Resolution 26-13 is attached to these minutes.*

14. Strategic Asset Management Plan Phase 1 Contract - The Council awarded a contract to Freese and Nichols in the amount of \$432,100 to complete Phase 1 of the Town's Strategic Asset Management Plan project.

15. Joint Use Agreement with Wake County for the Cultural Center/Library – The Council authorized the Town Manager to execute a Joint Use Agreement between the Town of Holly Springs and Wake County for the Holly Springs Cultural Center and Community Library to address operational and maintenance responsibilities for the duration of the current executed Lease and Interlocal Agreement.

16. Middle Creek Stream Restoration – The Council awarded the construction contract for the Middle Creek Stream Restoration for \$395,777 and contingency of \$39,578 to the lowest responsible bidder, The Osbourne Co. of NC, Backwater Environmental and authorized the Town Manager to approve any associated change orders necessary to deliver the project that are consistent with the project scope and within the Council approved project budget.

17. Voluntary Annexation A25-02, 3313 Avent Ferry Rd. – The Council adopted Resolution 26-16 directing the Town Clerk to investigate the sufficiency of annexation petition A25-02, and setting the public hearing for April 21, 2026.  
*A copy of Resolution 26-16 is attached to these minutes.*

18. Voluntary Annexation A26-01 Innovate Ave. – Council adopted Resolution 26-18 directing the Town Clerk to investigate the sufficiency of annexation petition A26-01 and setting the public hearing for April 21, 2026.

*A copy of Resolution 26-18 is attached to these minutes.*

19. Voluntary Annexation A25-07 Duke Energy Substation – The Council adopted Annexation Ordinance A25-07.1 correcting errors in the original of Annexation A25-07.

*A copy of Annexation Ordinance A25-07.1 is attached to these minutes.*

20. Voluntary Annexation A25-12 6200 Windy Farm Ln. – Council adopted Resolution 26-15 directing the Town Clerk to investigate the sufficiency of annexation petition A25-12 and setting the public hearing for May 19, 2026.

*A copy of Resolution 26-15 is attached to these minutes.*

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

22. North Main Athletic Complex Stadium Safety Net Extension – Council authorized the Town Manager to execute a contract with Sportsfield Specialties, Inc. in the amount of \$184,563.53 to replace and expand the protective netting system at the North main Athletic Complex Stadium and authorized the Town manager to approve any associated contracts and change orders necessary to deliver the project that are consistent with the project scope and within the Council approved project budget.

23. Utility Preliminary Engineering and Construction Agreement with NCDOT for Sunset Lake Rd. Improvements – Council authorized the Town manager to execute a Utility Preliminary Engineering and Construction Agreement with the North Carolina Department of Transportation for utility work required for Sunset lake Road and Holly Springs Road intersection improvements and adopted Utility PAYGO Project Ordinance 26-03 to appropriate project funds.

*A copy of Ordinance 26-03 is attached to these minutes.*

24. Official Depository Resolution – Council adopted Resolution 26-17 Designating Official Depositories and Securities Broker/Dealers in compliance with North Carolina General Statutes §§ 159-30, 159-31, and 159-25.

*A copy of Resolution 26-17 is attached to these minutes.*

## **PUBLIC HEARINGS**

### **25. 975 Avent Ferry Rd. Major Subdivision 25-MAS-04**

Conor Ryan, Development Services, said this item was a major non-residential subdivision at 975 Avent Ferry Road. The item went to Planning Board on February 24<sup>th</sup> and is before Council for the Quasi-Judicial Public Hearing and decision. He showed the location on Avent Ferry Rd. at the corner of Ralph Stephens Rd. He showed where the project is in the development process and reminded the public that this is a quasi-judicial decision, which has different rules than a legislative decision. Council must base their decision on fact-based evidence from sworn witnesses.

Mr. Ryan said that the parcel is designated as Mixed-Use center on the Land Use and Character Plan and zoned NMX Neighborhood Mixed-Use. The applicant is not asking to change the zoning, just to subdivide the lot and are proposing some conditions above the UDO. He outlined the project history and showed a conceptual plan of how the lot would be divided and said the corner space at the

intersection would have public art, and there would be an Enhanced Type C buffer along the property line abutting the Stephens Farm subdivision with the first development plan.

Elliot Blonshine, Development Services, said there is existing water and sewer that the site would connect to. The fire flow analysis confirmed adequate pressure. Capacity analysis was completed and determined that there was capacity. It is Priority 1 in the Water Resource Policy and staff determined that there is sufficient water to meet the request. He said that the frontage improvements were already completed, including Avent Ferry, Ralph Stephens Rd. and existing sidewalk. He said that cross access easement would be provided with the subdivision. The traffic study looked at seven intersections and there was no requirement for road improvements or fees-in-lieu at any of the intersections.

Joanna Holder, Planning Board representative, said that the Planning Board voted to recommend approval with a vote of 5-1, three members being absent. The no vote was from a member who felt he did not have enough information on the potential uses to make a decision.

Council member Deshazor asked if there was any discussion about the noise of a car wash and the homes to the south. Ms. Holder said there was discussion and the applicant spoke to that and their answer was satisfactory. There was discussion about lighting but the town ordinances should cover that.

Mr. Ryan said that staff analysis supports that the major subdivision plan is consistent with the Comprehensive Plan and the UDO and staff recommends approval.

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

Ashley Honeycutt-Terrazas, of Parker Poe, speaking for the applicant, said the property was about four acres at the intersection of Avent Ferry Rd. and Ralph Stephens Rd., and is zoned NMX. She said allowing two commercial uses would increase tax revenue and provide two options for residents. She listed the permitted uses for Neighborhood Mixed Use and the five criteria from the UDO, Sec. 11.11.D for major subdivision approval: 1. No significant adverse impact on adjacent properties; 2. Open spaces; 3. Layout of streets, lots, utilities; 4. Proposed enhancing the public realm; and 5. Furthering the goals and policies of the Comprehensive Plan. She said Demian Matysuk will testify to factors 2, 3, 4, and 5; Kevin Dean will address factor 3; Robert Sherwood will address factor 1.

Mr. Matysuk gave his CV and said his role in the project was civil engineer who oversaw the layout. He described the layout that will create two commercial lots, with the first being 2.35 acres and the second 1.72 acres. He said this was comparable to the Goodwill next door and was capable of supporting a business. He said the frontage improvements are already installed and access and connectivity will be via a shared driveway with Goodwill on Avent Ferry, and potential access on Ralph Stephens. He said gravity sewer will support both lots. He said the parcels have adequate access to utilities and adjacent properties are already developed and this project would coordinate with the neighbors. He said that open space has been designated at the corner as urban civic space to include public art. This represents .75% of the property. Tree preservation and flex space will be provided in three areas totaling 29.3% of the property, much of this as a buffer between the property and the Stephens Farm subdivision. He outlined the architectural design standards that would allow the building to be compatible with the GCF store next door. He said that the architectural standards, open space design will enhance the public realm and support the character of the Town. He said the goals of the Comp Pana and policies will be advanced by the economic development and corresponds to the Comp Plan uses. He said NMX zoning, the least intensive commercial zone, will ensure that the uses will be appropriate in scale. It will encourage the development of these parcels that are already in the area designated as neighborhood mixed use and already accessible to water and sewer. It furthers the policy on emphasis on the public realm to include plazas, public art and street furniture. It is also an appropriate transition as the building will be consistent with nearby developments. It will support long-term financial stability for the town.

MPT Drees said Lot 2 has a lot of easements running through it. She asked if that made the area less usable and restricted the use of that parcel. Mr. Matysuk said the lot will still be large enough for a commercial development, and some of those things can be moved. MPT Drees asked if they were

thinking about where lot 1 would best connect to lot 2. Mr. Matysuk said they are considering how that would be done.

Ms. Honeycutt-Terrazas called Kevin Dean. He gave his CV and said that he was a traffic engineer. He said they did a traffic study for Lot 1. He said the closest access is off Avent Ferry between this and Goodwill. There is a signal at Mallie Jack that would allow left turns. There is a cross access easement on the outside edge of the tree preservation area. The UDO will require stubs between those two parcels so both lots will have access back out to Avent Ferry Road. He said there is nothing certain about connecting to Ralph Stephens Rd. It is too close to Avent Ferry, but NCDOT may allow a right-in, right-out. He said the layout of the streets is sufficient to be economically served by the Town. He said when the projects get to development stage internal pedestrian walks would be constructed.

Ms. Honeycutt-Terrazas called Robert Sherwood. He gave his CV and said he was a real estate appraiser. He said he was engaged to study the impact of the subdivision and whether it was consistent with the character and authorized uses. He prepared a report on whether it was consistent. Ms. Honeycutt-Terrazas entered the report into evidence as Exhibit 1. He said he looked at the Market demographics in a 1-, 3-, and 5-mile radius and the market is conducive to small scale commercial to support the growth in the area. It is surrounded by commercial towards NC 55 and residential to the south. He analyzed the lot sizes for small scale commercial development and found that commercial parcels nearby are smaller in size. Subdividing the tract into two tracts will result in lot sizes well within the lot sizes in the area. He said the subdividing has no adverse impact on adjacent properties. It conforms to existing zoning requirements provides tree preservation and buffering and doesn't alter circulation or utilities in a way that would affect surrounding properties. It is land use compatible and neutral to surrounding properties. The proposed lot sizes are typical for those supporting NMX zoning. It is consistent with the zoning framework, and consistent with the character of the NMX zoning.

Ms. Honeycutt-Terrazas asked that the presentation, agenda packet, and all attachments, be included in the record. She said they provided competent material evidence of each of the five criteria of UDO section 11.11.D. She asked Council to approve the subdivision.

Mayor Kondratick closed the public hearing

**Action 1:** Motion to adopt Resolution 26-11 to make and accept the Findings of Fact for consideration of and to approve 975 Avent Ferry Road Major Subdivision Plan 25-MAS-04.

**Motion:** Hewetson

**Second:** Larson

**Vote:** unanimous

**Action 2:** Motion to approve Utility Allocation Request for 975 Avent Ferry Road Major Subdivision Plan.

**Motion:** Hewetson

**Second:** Larson

**Vote:** unanimous

## **26. Major Subdivision 25-MAS-03 Evanston**

Grayson Taylor, Development Services, said this was a request for a Major Residential Subdivision. He said this was a quasi-judicial decision that went before Planning Board in February and was now before Council for the public hearing and decision. He showed where the property is located in the southeast part of the Town's ETJ at on Windy Farm Lane between Rouse Rd. and Cass Holt Rd. The property was rezoned by Council on March 18, 2025 and was now before them for subdivision. At rezoning the applicant committed to a maximum of 152 dwelling units, 87 attached and 65 detached with public art in the roundabout and an asymmetrical widening of Cass Holt Road. He reminded the public that this is a quasi-judicial decision, which has different rules than a legislative decision. Council must base their decision on fact-based evidence from sworn witnesses.

Mr. Taylor said the property was designated Mixed Residential Neighborhood on the Land Use and Character Plan and zoned Neighborhood Residential Conditional District for the southern part of the property and Neighborhood Center Residential Conditional Zoning in the northern section of the property. He gave an overview of the project history and showed how the plan had evolved over the past year since rezoning. He said that in addition to the 87 attached and 65 detached dwellings, the project has tree preservation near the Natural Area, seven active recreation areas and a greenway connection to Honeycutt Farm.

Elliott Blonshine, Development Services, said that public utilities are available to the site through a stub connecting to Honeycutt Farms and on Rouse Road. He showed where the applicant would run water and sewer through the site. He showed how the widening of Cass Holt Road would be asymmetrical to protect the existing house on the other side of the road, would complete the widening of Rouse Road, and how the streets would run through the subdivision, with on-street parking by the attached dwellings. He said no driveways would be off of this road. The traffic impact analysis was provided with the rezoning. He said the applicant would contribute a fee-in-lieu towards a traffic signal at Cass Holt and Honeycutt intersection, would construct turn lanes at Cass Holt and Rouse Road, and convert the right turn only lane to a right or straight at the intersection of Cass Holt Rd. and Avent Ferry Rd. He said a ten-foot greenway would connect to Honeycutt Farms and a ten-foot sidepath would go through the subdivision from Rouse Road to Cass Holt Road. He said that with Cass Holt Crossing's and Eagles Landing improvements there would be a sidewalk connection from this development to Eagles Landing Park.

Joanna Holder, Planning Board representative, said that the Planning Board recommended approval with a vote of 6-0, with three absent. They greatly appreciated the inclusion of the roundabout.

Mr. Taylor said the proposed subdivision complies with the property's zoning, is consistent with the Town's Unified Development Ordinance, and other plans and policies, and staff recommends approval.

Council member Hewetson asked if the road widening on Avent Ferry at Cass Holt was connected to the Capeside realignment and was it being factored in. Mr. Blonshine said the fee-in-lieu is for Cass Holt and Honeycutt. For Avent Ferry all that was warranted was the change to allow the additional through lane. He said the timing depended on which project moves most quickly. This will not be done to be undone; the future configuration is to have two lanes here. Catherine Jacobs, Development Services, said that this side of Avent Ferry Rd. is not included in Courtyards or the State Transportation Improvement Plan project. This is a bonus from this project.

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

Jason Barron, speaking for the applicant, introduced the team of Laura Holloman, Planner of McAdams, Scott Sallade, Transportation Engineer of McAdams, John Martin, Civil Engineer with McAdams, and Juan Motes and Mike Kemp of M/I Homes. He said it is Quasi-Judicial and they would put evidence from their experts to show that they satisfy the ordinance for approval. It is following a rezoning that went through the town's rigorous rezoning project.

Laura Holloman gave her CV and said she would show that this project meets the five criteria of Consistency with zoning district; sufficient open spaces; sufficient street and utility connectivity; enhancement of the public realm; and furtherance of the goals and policies of the Comprehensive Plan. She showed where the project was and said it was consistent with the zoning. She showed the approved concept plan from the rezoning and the proposed Major Subdivision Plan and said they are consistent with the zoning. She called out the tree preservation locations and the other open space. She said the tree preservation was checked by certified arborists, which was submitted and locked in as part of the rezoning. Lot sizes were also locked in with the rezoning, and provide appropriate transitions.

Ms. Holloman said there were natural traffic calming measures. She said the townhomes would be rear loaded with no driveways. The off-street parking will act as traffic calming measures. She said the proposed major subdivision was an exact match to the concept plan from the rezoning.

Ms. Holloman said there is sufficient open space and showed the tree preservation area, active recreation area and additional open space provided by the plan. She said they are excited about the greenway connections between neighborhoods, installed by the developer, which will get people pedestrian access to Eagles Landing Park. She said it is her professional opinion that this is consistent with the zoning district. She said the plan provided sufficient tree preservation and open space. She said they have started to activate the active open space areas and will install public art in the traffic circle, which is an enhancement to the public realm.

Ms. Holloman said the project provided enhancement to the public realm in its proposed elevations and amenities. She said the active recreation area at the Rouse Road entrance would be planted with wildflowers and landscaped to a mediation garden. She said the central active recreation area would have a dog park with grooming station, an open play lawn and would be separated by a 3-foot berm. She said the second central active recreation area would have a tot lot, two wildlife viewing areas and a pathway to the street. She said they meet or exceed all the standards laid out with the zoning and in her professional opinion they meet the open space requirement.

Ms. Holloman said the centralized open spaces, pathways, open spaces all served as enhancements to the public realm. She said the UDO requires rear-loaded townhomes. This enhances the public realm with the look of the façades looking like a friendly neighborhood. Pedestrian access with internal sidewalks and external greenways and sidewalks provide enhancement to the public realm.

Scott Sallade gave his CV and said he was retained to evaluate the transportation improvements of this project. He said this project satisfies Criterion 3 – layout of streets. He said the internal streets ensure that emergency vehicles can navigate through the site. There is access to Cass Holt Rd. and Rouse Rd. and two future stub connections. The offsite improvements have been addressed including a left turn onto Rouse Rd. and the southbound turn lane from Cass Holt to Rouse and the right-in right-out on Cass Holt Rd., and the commitment to restripe the lane at the intersection of Cass Holt and Avent Ferry to a through lane. Frontage improvements to Cass Holt Rd. and Honeycutt Rd. include additional traffic lanes, curb and gutter, median and sidepaths. Additionally, Cass Holt will be shifted to the east to avoid impacting the house on the other side of the road. Each of these are proposed and subject to NCDOT approval. Internal road network has traffic calming with the roundabout and the on street parking at the townhomes to make sure it is a safe environment for pedestrians. These facilities support economic town services and facilitate adjacent developments. It is his professional opinion that this development meets Criterion 3.

Council member Deshazor asked if the current layout and the number of entrances to the subdivision allows for efficient access for fire and rescue. Mr. Sallade said it does and has been discussed with staff.

MPT Drees asked if Windy Farm Rd, currently a private road, would become partially public. Mr. Sallade said John Martin would speak to that.

John Martin with McAdams gave his CV and said he was going to talk about connectivity. They are connecting the existing water on Cass Holt Rd. and run that through to Rouse Rd and set up a main extension along their frontage on Rouse. Each home will be individually metered. Sewer gravity outfall will connect to the Honeycutt pump station, which has capacity to serve this site. Water Resource Management was approved, and facilitates adjacent properties with stubs to the adjacent. It is his professional opinion that this meets Criterion 3. He said Windy Hill would become a public right of way. They are working with the three homes that might need drive access off of the roundabout.

Mr. Barron asked the Town to accept this testimony into the record along with audio, video, and written reports. He asked that Council approve this subdivision.

Mayor Kondratick closed the public hearing

**Action:** Motion to adopt Resolution 26-14 to make and accept the Findings of Fact for consideration of and to approve 25-MAS-03 Evanston Major Subdivision.

**Motion:** Hewetson

**Second:** Larson

**Vote:** unanimous

## **27. New School Montessori Rezoning 25-REZ-09**

Brett Gosney, Development Services, said this item was to consider a request for rezoning for New School Montessori at 5617 Sunset Lake Road. He said that tonight was the public hearing, the item would then go to Planning Board on March 24<sup>th</sup> and would be back for a decision at the April 21<sup>st</sup> Council meeting. He said the applicant could make modifications based on feedback received tonight or at Planning Board. He showed where the property is and where the project is in the development process. It is an Option 2, which will require a Development Plan separate from this rezoning. He said that they are asking for a Conditional Zoning District which creates certainty with a proposed development, allows the applicant to propose conditions to address site specific characteristics or community feedback, and must demonstrate that the project provides a public benefit to the community.

Mr. Gosney said the site is designated Residential Neighborhood, with an area of Natural Area on the Land Use and Character Plan and is zoned Rural Residential. He outlined the project history and showed how it had evolved since the first submittal in June of 2025. He showed the existing building, which will remain and the large area of tree preservation on the eastern portion of the site. He said a ten-foot side path would be constructed along the road frontage on Sunset Lake Rd. He said the applicant is proposing standards different from the UDO standard including a 5-foot side setback instead of 10 feet and a 10-foot type B buffer rather than a 5-foot type A. The building façades and architectural finishes will be similar to and compatible with the existing school building on site.

Elliot Blonshine, Development Services, said that the school had been connected to town water. Sewer was installed in 2024 and included stubs to the north. The proposed expansion can operate under the existing permitted flow so utility allocation is not required. They will construct stubs to the potable water system along the north side of the property. He said the traffic study did not require road widening. Staff has asked the applicant to extend the sidepath along Sunset Lake Rd. to connect with that on Kenmont Dr., but because it is on the opposite side of Sunset Lake Rd. they cannot require it and the applicant has declined to commit to making that improvement. He showed the studied intersections and said that the applicant had agreed to build two egress lanes at the site drive and provide maximum allowable “storage” in their parking lot to contain the cars that would be expected at drop-off and pick-up time.

MPT Drees said that at the next neighborhood, Creekside, there is a bridge between Creekside and the school. She asked if it was the intention for that to connect to the bridge. Mr. Blonshine said eventually yes, but with this application staff was looking at connecting to existing sidewalks within 300 ft. Kenmont Dr. doesn't quite meet that because it is on the other side of the street. The other connection is further than 300 ft. MPT Drees asked if there would be a connection at some point. Mr. Blonshine said whenever the road is widened to its ultimate cross section there would be.

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

Leticia Shapiro, Morningstar Law, speaking for the applicant, introduced the team.

Roger Harris, development director of New School Montessori, said the school was founded in 1984 and has been offering quality education in Holly Springs since 1999. He described the educational philosophy. He said the expansion was necessary due to growth. Families want their

children to continue through the grades and want their children to all go to the same school. He said they want the campus to evolve organically and responsibly.

Ms. Shapiro said the expansion would include a modest building program with the addition of one or two new buildings. There will be active recreation areas and natural areas. Parking will be expanded and perimeter buffers will be included. She said this is consistent with the Future Land Use Plan and the Comprehensive Plan and the public benefits provided by the project. She said it improves walkability of the area. She said the public benefits include improved access to quality education, reduces burden on PS enrollment and provides road improvements.

Council member Hewetson asked if there was consideration of putting parking in the back, or would that impact the green space. Laura Holloman said moving the parking would impact the natural area, which they want to protect. They have a lot of outdoor classroom opportunities and want to maintain a continuous tree canopy. Parking in front of schools aids drop off and queuing lines, unlike other commercial uses.

Council member Larson asked if there would be flex times for different grades. Rynal Stephenson said this facility has staggered drop off and pick up for the various age groups that are there, which helps impact storage. MPT Drees asked how many students they have now and how many would they have after the expansion. Ms. Shapiro said they currently have 240 students and the expansion will be no more than 300. MPT Drees asked that they make sure that all cars can line up on the property and do not spill out onto Sunset Lake.

Ms. Shapiro said because it is childcare people come at different times. Thomas Edwards, Security Director, said they have their own police force of 2 sworn officers. They are there every morning. If they arrive and there is a queue, they start early to get cars off the road. In the afternoon, starting at 3:15, they wrap up around 3:30. The timing is fluid. Now that the lot is one way, both lanes come in, there is a traffic control person, and they send one lane at a time out. He watches Sunset lake and holds traffic if it is backed up. They think that since they have started that plan it has helped mitigate traffic. Half day pickup doesn't seem to affect anything because there is no traffic on Sunset Lake at that time. MPT Drees asked if school traffic was backing up on Sunset Lake Rd. now. Mr. Edwards said we do occasionally, when the light heading towards Harris Teeter backs things up, we hold cars in the parking lot and release them as it clears. Our parents are eager to drop off, we just have to watch the light cycle. If there is a wreck or public schools are out we adjust our plan.

Council member Deshazor asked if the new parking lot would offer a different type of stacking so that they don't have traffic out on Sunset Lake Rd. Mr. Edwards said he thinks it would have more room, taking cars out of the turn lane and putting them on school property. Council member Deshazor said it was important to him that there was stacking so that no traffic is out on Sunset Lake Rd. MPT Drees said she would need to see details of how many cars it would hold, etc. Mr. Harris said he is confident that they can accommodate that.

Council member Larson asked about access from Van Wyk Dr. Mr. Thomas said the school has access there to the upper lot and it has eased congestion. It is easier to get in and out there than into the main lot now. Council member Foster asked how far away their students come from. Mr. Thomas said he is also the middle school history teacher and has students from as far as Fort Bragg, but 70-80% live nearby. Council member Foster asked if there could be an analysis of where people are coming from so parents could walk kids to school or they could ride bikes and not have to use a car. Ms. Holloman said that there is no existing sidewalk and building one would require a lot of easements. That is a lot to ask a small school to take on. It is a sizeable commitment to even offer the road widening. It is dependent on fund raising efforts and when you see the development plan you can lock in. The queueing was a big component of the plan.

Council member Deshazor asked about school zone signs. Mr. Thomas said there is a school zone sign, but it has seen better days. Council member Deshazor asked that they work with DOT to improve that signage. MPT Drees asked that they make sure they understand the EV parking requirements. Council member Deshazor asked that they make sure the right types of buffers are included for the houses adjacent to the property.

Chad Raymond, 101 Kenmont Dr. said he looked at the plan for Holly Springs and wants to know when the road will be widened. He said the current traffic there is a major issue. The school sends people out one way, and those going to Fuquay Varina go into their neighborhood and make U-turns. He doesn't like the idea of a stoplight there. Three stoplights in that small area would create problems. He said the size of the school is a concern. He asked at what point it would be too large for that neighborhood. He wants to know how kids will get across the street with the sidewalk on the other side. And he said traffic is too heavy right now.

Sherry Raymond, 101 Kenmont Dr., said there is a cemetery there behind their house so extending the sidewalk across that would be a problem. She reiterated the U-turns at Kenmont and said Sunset Lake is a nightmare in the morning.

Mayor Kondratick closed the public hearing.

MPT Drees thanked the couple who spoke and wanted the school to explore how they envision the traffic. Council member Hewetson asked if you can turn both ways on Sunset Lake Rd. or was that a carpool function. She asked if it could be changed so people heading to Fuquay Varina don't make the U-Turns. Council member Deshazor said when people drive through the neighborhoods we hear about it and they become safety concerns. These are the types of things we need to make sure are under control and that the school has a documented plan for those things.

Mr. Gosney said that next the application would be forwarded to the Planning Board for review and recommendation at their March 24<sup>th</sup> meeting.

*Council recessed for five minutes.*

## **28. Voluntary Annexation 975 Avent Ferry Rd. A25-09**

Sarah Sularz, Development Services, said that this item was to consider annexation of about 5.019 acres located at 975 Avent Ferry Road. She showed where the property was located and reminded the public that this was the same property discussed for the major subdivision in item 25.

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

Mayor Kondratick closed the public hearing.

MPT Drees asked if there were any concerns about wastewater going into the system.

Catherine Jacobs, Development Services, said that was addressed in the sewer study and is not a concern.

**Action:** Motion to adopt Annexation Ordinance A25-09 to approve annexation.

**Motion:** Hewetson

**Second:** Larson

**Vote:** unanimous

## **29. Voluntary Annexation 3020 Avent Ferry Rd., A25-03 (Mira Ridge Development)**

Sarah Sularz, Development Services, said this item was to consider a request for annexation of about 22.39 acres located at 3020 Avent Ferry Road on the north and south sides of the road. She showed where the property is located, on both sides of Avent Ferry Road next to the Lochridge subdivision.

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 A25-03 to approve annexation.

**Motion:** Hewetson  
**Second:** Larson  
**Vote:** unanimous

### **30. Voluntary Annexation Twin Springs A25-08**

Sarah Sularz, Development Services, said that this item was continued from the February 17, 2026 meeting and that the applicant desires that it be continued to May in order to keep the annexation in sync with the rest of the project. She showed where the property is located at 5801 Duncan Cook Road. The property is contiguous to town limits with a small amount in Wake County and the other side contiguous to Fuquay Varina.

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

**Action:** Motion to continue the public hearing to the May 19, 2026 Town Council Meeting.

**Motion:** Hewetson

**Second:** Drees

**Vote:** unanimous

## **NEW BUSINESS**

### **31. Avent Ferry Road Festival Street Design Contract Award**

Sean Ryan, Development Services, said this item was to consider awarding the contract for the Avent Ferry Road Festival Street Design. He gave background on the 2023 Downtown Area Plan and said the Festival Street was a component of that plan that Council wished to pursue. He said the street would generally be open to traffic but could be closed for events. He described elements that might be included in the Festival Street such as overhead lighting, outdoor seating, decorative pavement, street trees, and event space. He said the design is looking at Avent Ferry from Ballentine to Center St. He talked through various elements of what the street could look contain.

Mr. Ryan said that Council budgeted \$500,000 for design and that construction costs would be a future budget consideration, but is estimated to be around \$4.5 million. He explained the consultant selection process and said they received five qualified responses. He said staff interviewed the top three and that staff recommends Bolton & Menk. They demonstrated experience with similar projects, have experience in streets, urban design, and placemaking. They had a clear project approach and demonstrated innovative community engagement methods.

Mr. Ryan outlined the project timeline with early stakeholder engagement, three initial concepts, one final concept, and then construction documents, taking about nine months in total.

MPT Drees said there was talk of extending it to Earp Street and asked if this plan would encompass that extension. Mr. Ryan said the initial phase will just cover the portion outlined in the downtown area plan, but we have been talking to them about creating a design we could replicate to extend it in the future. We would have to pay for construction drawings but wouldn't need to go through the concept development again. He said this design will cover the one block, the initial phase. If we want to expand the limits of the street in the future, we would need to budget for that in future years but would have the bones of it. Council member Hewetson asked if this plan works in coordination with any road improvements that development would bring. Mr. Ryan said if development was proposed along this corridor, we would leverage that to see if we could get funds for this, similar to how we would do for any other development. Property owners in this area are primarily the Town and the Methodist church with one private owner. Council member Hewetson asked if this would be true if we extended it. Mr. Ryan said the current Transportation Plan does not show the festival street extending longer than this, but we could alter that and then could ask developers to contribute. Mr. Harrington said we have had conversations on how this could be replicated or extended in the future. But the section going

behind the parking deck, that is a new curb and gutter with a lot of improvements as part of that project. There might be ways to extend a larger festival down that area without improvements. But we have been having these conversations.

**Action:** Motion to authorize the Town Manager to negotiate and execute the contract for the Avert Ferry Road Festival Street Design with Bolton & Menk, Inc. in an amount not to exceed \$500,000.

**Motion:** Deshazor

**Second:** Foster

**Vote:** unanimous

### **32. Rezoning Sunset Lake Road Bank 24-REZ-06**

Brett Gosney, Development Services, said this item was to consider the request for rezoning for Sunset Lake Road bank at 5260 Sunset Lake Road. He said a public hearing was held on February 17<sup>th</sup> and the item went to Planning Board on February 24<sup>th</sup> and tonight it is before Council for their decision. He showed where the property is located and said this is an Option 1 rezoning, with the rezoning and development plan considered together. He explained the uses of conditional zoning districts and said the property was designated Mixed-Use center on the Land Use & Character Plan and was currently zoned Suburban Residential, and the applicant is asking for rezoning to NMX CD, Neighborhood Mixed Use Conditional District. He outlined the project history since May of 2024. At the public hearing traffic calming along Lassiter Road was discussed as was the lighting of the property and crosswalks across Lassiter Rd. He discussed potential solutions to these concerns that the applicant would consider, including a condition stating that “prior to construction drawing approval, Applicant shall pay \$6,500 fee-in-lieu to the Town for appropriate traffic calming or traffic control measures on Lassiter Rd., as determined by Town Staff” and an “exit left” or similar sign on the site exit onto Lassiter Rd.. He discussed issues that have existed in this area prior to this request and potential solutions that Council could consider.

Mr. Gosney said the building would be approximately 3,500 square feet for a financial institution with 22 parking spaces, 3 of which would be EV ready. An Urban Civic Space would be located in front of the building as well as along the southern property line. The applicant is requesting a 14.4’ setback in the front and an increase in permitted parking spaces.

Elliot Blonshine, Development Services, said there are public utilities to the site and there is adequate capacity for downstream sewer flow. He said the applicant will expand the sidewalk on Sunset Lake Road from 5 feet to 10 feet and restripe the crosswalks at Sunset Lake Road and Lassiter Rd for high visibility. Sunset Lake Rd. will be widened to half the ultimate cross section. Lassiter will be widened and curb, gutter and sidewalk installed, and the road will be restriped to three lanes. A Traffic study was conducted and the project was deemed to have minimum impact. They are committing to the fee-in-lieu for Lassiter Rd. traffic claiming when warranted, and to putting a sign for left out at exit.

Joanna Holder, Planning Board representative, said the Planning Board voted to recommend approval with a vote of 4-2 with three members absent. Planning Board heard the same concerns as Council heard tonight. The two who voted against it did so because the applicant did not provide enough traffic calming measures on Lassiter Rd.

Mr. Gosney said that the proposed rezoning and associated Development Plan implements the goals of the Comprehensive Plan with minimal modifications to the Unified Development Ordinance and staff recommends approval.

Council member Deshazor asked how the amount of fee-in-lieu was calculated. Mr. Blonshine said initially they discussed the bank installing speed impact signs. After discussion with NCDOT and our traffic staff, it was decided that more research needed to be done, but the fee-in-lieu was based on the cost of installing two radar speed signs.

Council member Hewetson said one of the suggestions was an ordinance against parking on Lassiter, but we talk about on-street parking being a traffic calming measure. She asked if marked

parking in front of businesses would make more sense there. Also, is it possible with that fee-in-lieu to allow right turn only off of Holly Springs Road. Mr. Blonshine said the on street parking would require some geometric changes to the roadway, which may be a larger undertaking. Our CTP has Lassiter as a 3 lane road with no parking, so we would have to evaluate those two things. As for modifying Lassiter at Holly Springs Rd. to only allow a right turn, the CTP has that as a median break, so it is supposed to operate to allow people to turn left. In the future Lassiter will extend across Holly Springs Rd. and become a four-way intersection, likely with a signal. The idea is to maintain operations as they are supposed to be in the future. There are sometimes issues when you restrict a movement that people are used to making that can cause problems.

Council member Deshazor asked about the closeness of Lassiter to Sunset Lake Rd and whether that would be too close to add a signal. Mr. Blonshine said he thinks it is right at 1000 ft and he thinks there would be a need for a signal to allow all those movements. That is relatively far off, but that is a planned median break.

MPT Drees said the town did its own micro study of Lassiter Rd. She asked if, based on that, Lassiter met the Town's requirements today for any traffic calming. Mr. Blonshine said he did not know the results of that study yet. There is a process of collecting data on how many vehicles are using the road, what the speeds are, and from that make engineering decisions on traffic control, signage, and speeds. MPT Drees asked if since this is on the DOT portion of the road, they would have to do their own study. Mr. Blonshine said no, if staff determines that something new should be installed we would coordinate that with DOT. It is in line with our traffic policy in general. There are different levels of enforcement, from Police activity to changing roads. We are in that process and working through it to determine what if any mechanism needs to be implemented here. Having the applicant pay a fee-in-lieu when it is warranted, we will have those funds. Those funds will be applied to Lassiter Rd, not another project. MPT Drees asked if there would be an advantage to the town owning that part of Lassiter. Mr. Blonshine said staff has not had any discussions about the town taking over that portion of Lassiter, but we could approach that. But we have similar ways of evaluating needed improvements. Chris Hills, Director of Development Services, said that data is relatively new, he received it today. Utilities & Infrastructure did a preliminary analysis, and what traffic is doing today does not trigger the town's policy to kick in. It is a balancing act of what is the right thing for the neighborhood and what is right for the traveling public. The data does not show a need at this point for significant modifications. On street parking does generally slow traffic, so we can evaluate whether the additional lane would allow for that. But we are evaluating what the neighbors were asking for. It may be an option. MPT Drees asked if it was possible to add the expected traffic from the bank to see if that would trigger something. Mr. Hills said the evaluation cannot be done in advance because it counts actual speeds and cars. Council member Deshazor asked if staff anticipated that the traffic calming would be closer to the residents, rather than the bank. Mr. Blonshine said it would likely be located a little more centrally to the street because otherwise people are slowing down for the corner or the intersection so a speed impact sign would probably be on the longer DOT-owned stretch.

Randy Harrington, Town Manager, said residents expressed concern about cut through traffic. There was a question about right only on Lassiter to Holly Springs Road. One of the purposes of intersections like this is to relieve the traffic if the intersection at Sunset Lake Rd. and Holly Springs Rd. was shut down. If you made it right turn only it could not be used as a relief valve, and it would complicate public safety vehicles access.

Ashley Honeycutt-Terrazas, of Parker Poe, spoke for the applicant. She said she mostly wanted to address the changes since the Planning Board meeting. She briefly outlined the development plan for the parcel with parking, access, and the building. She said the crosswalks at Lassiter and Sunset Lake Road would be restriped to high visibility. She said they cannot move the crosswalk because of the placement of the storm drain which would be a tripping hazard. She said there are tree stands between the bank and the residences, but they use dark sky compliant fixtures and the foot candles at the property line is addressed by the UDO. She said the applicant would post a sign asking vehicles to

Exit Left as they leave the parking lot onto Lassiter Road so they are headed to Sunset Lake Road. She said the applicant agrees to pay a fee-in-lieu to the Town of \$6,500 for appropriate traffic calming or traffic control measures on Lassiter Road, as determined by town staff and NCDOT. She said the rezoning is consistent with the Future Land Use Map and the Northeast Gateway Map and with town Policies and the Vision Holly Springs Comprehensive Plan. She asked Council to approve the plan.

Council member Deshazor said people should go to crosswalks to cross but they do not. Is there a way to work with the existing business to have them place signage to cross at the crosswalk. Because they are benefiting from your parking. Ms. Honeycutt-Terrazas said that could be looked at as part of the traffic calming on Lassiter. Council member Deshazor said he is concerned about no parking signs because of what happened in other neighborhoods with deliveries or visitors. He thinks no parking on Lassiter from the bank to the curve would be a better solution. Ms. Honeycutt-Terrazas said with the road restriping, there would be no room for parking there. Mr. Hills said to have no parking on a public street Council would have to pass an ordinance. That can be done independently of a land use case. We can't add it to a land use case, but it is a separate ordinance.

Council member Deshazor said he appreciates the light pollution piece. He thinks a bank is going to offer the least amount of traffic and issues there. He appreciates Chase working with the neighbors. The retention pond was moved below ground. They have worked with the town. Lassiter is a cut through, but it is a valve. He would like to know if there are plans to widen it in the future. Mr. Harrington said it is not on the list. It is currently 18 feet wide. To widen that and put curb and gutter and the necessary right of way would be an extensive taking from the residents on that street and about a \$5 million investment. Council member Deshazor asked about the extension of Lassiter across Holly Springs Rd. Mr. Harrington said the Town currently owns the land on the other side. Conceivably in the future that could happen, but it is a longer term potential vision. There is no plan to install a light at this point.

MPT Drees said she sees an opportunity to connect G3 with the Hollywoods at Sunset Lake. Perhaps they could work out an agreement where their staff has two spaces there. If we can get cars to one side before the curve, we will get the speed issue without encroaching on where kids are playing in their yards.

Council member Deshazor several residents asked about the fee-in-lieu and he wants to say that it would be for Lassiter Rd. only.

**Action:** Motion to adopt Rezoning Ordinance RZ26-02 to adopt the Plan Consistency Statement, Statement of Reasonableness, and approve 24-REZ-06 Sunset Lake Road Bank.

**Motion:** Deshazor

**Second:** Hewetson

**Vote:** unanimous

## **OTHER BUSINESS**

Council member Larson Happy St. Patrick's Day. She said she loved seeing everyone in green. Happy Eid for those who celebrate. There is a lot going on this weekend. Arbor Day, community band, and Spring Fling at NMAC. Support small businesses. Fun fact – the back wall was an eyesore and she appreciated the new painting hanging there.

Council member Deshazor said we got a message about EV charging rates and asked who sets those. Mr. Harrington said those are third parties who manage the electricity portion and the unit itself. Across the region there is a variety of charges for EV stations – some municipalities subsidize and others don't. The ones in town are not subsidized so they are at a market rate but are set by a third party. Council member Deshazor said March is Women's History Month, and many of us participated in the Golden Ticket with the Girl Scouts. To all the scout leaders, thanks for letting your kids do that.

MPT Drees said that today is the last day to register for the LaunchHOLLYSPRINGS entrepreneur event. Creek Week ends this weekend – and she thanked staff for organizing it.

Mayor Kondratick thanked everyone who came out for Creek Week. And he invited everyone to come to the Arbor Day event. Thanks to the Turkish community for their invitation to the Ek Var dinner.

Council member Foster said Arbor Day is a nice reminder that the decisions we make today shape the future of the town. She appreciates the green spaces and tree preservation that the town does. Don't forget to come to the Farmers Market for the Arbor Day Tree planting.

### **MANAGER'S REPORT**

Randy Harrington, Town Manager, said Council takes the financial management of the town very seriously, and we have worked hard to improve our credit ratings. Last year we got our second AAA upgrade for general credit. We get rated separately on the Utility Fund. You recently made some investments. Just this day we got really strong ratings on the Utility Side. Utility Fund ratings are generally one notch lower than your general rating and we got a AA2 from Moodys and AA from Standard & Poor's.

**CLOSED SESSION:** none.

**Adjournment:** Council member Deshazor made a motion to adjourn at 10:57 pm. It was seconded by Council member Hewetson and passed with a unanimous vote.

Respectfully submitted on Tuesday, April 21, 2026.



Linda C. McKinney, Town Clerk

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