



Agenda

1. Call to Order

2. Agenda Adjustment

3. Approval of Minutes

- a. Approve May 3, 2022 Minutes

4. Requests and Communications

- a. Lassiter Road Convenience Store

5. Other Business

6. Adjournment

In accordance with ADA regulations please contact the Town Clerk's office at least 48 hours before the meeting to request an auxiliary aid or service needed to participate in this meeting:

linda.mckinney@hollyspringsnc.us 919-557-3900



Town of Holly Springs Land Use Advisory Committee

Agenda Cover Sheet

Agenda Item#: 3.a.

Consent Agenda

Title: Approve May 3, 2022 MInutes

Strategic Priority Area:

Staff Resource:

Action(s):

Explanation:

Background:

Funding Source(s):

Attachment(s):

1. 5.3.22 LUAC Minutes - draft



Town of Holly Springs Land Use Advisory Committee

Minutes: May 3, 2022

Agenda Item 1: ROLL CALL

The Land Use Advisory Committee (LUAC) met on Tuesday, May 3, 2022 in the Holleman Room of Town Hall at 3:00 p.m. when quorum was established.

Members Present: Randy Harrington
Scott Chase
Daniel Weeks
Mayor Sean Mayefskie
Chris Hills
Irena Krstanovic
LeeAnn Plumer
Kendra Parrish
Dan Berry (Town Council Representative)
Chris Deshazor (Planning Board Alternate)
Kristi Bennett (Town Council Alternate)

Members Absent: Ernie Carpico, Planning Board Representative

Staff Members

Present: Elizabeth Goodson
Sean Ryan
Cheryl Caines
Rachel Jones
Matt Beard
Bronwyn Bishop
Kathy White (recording the minutes)

Agenda Item 2: AGENDA ADJUSTMENT

No agenda adjustment was made.

Agenda Item 3: APPROVAL OF MINUTES

Motion to approve minutes of April 5, 2022 as submitted.

Motion: Randy Harrington
Second: Chris Deshazor
Vote: Unanimous

Agenda Item 4: Development Petition(s)

- a. **Colen Cass Holt** – Request for a mixed residential neighborhood for a total of 118 units with 59 single family, 24 rear alley townhomes and 35 front loaded townhomes located at 5609 & 5629 Cass Holt Road.

In attendance for this item was – William Daniel and Brian Nichols, William G. Daniel & Associates, Colen Davidson, Milestone Developments LLC.

Cheryl Caines, Development Services, presented the Committee with an overview of the request as presented in the staff report.

William Daniel, with William G. Daniel & Associates, has requested to meet with the Land Use Advisory Committee to discuss a potential residential development along both sides of Cass Holt Road near the intersection with Honeycutt Road. A total of 118 units is proposed (59 single-family, 24 alley loaded townhomes, 35 front loaded townhomes). The site is located adjacent to the Cass Holt Road Park site.

Mr. Daniel said that they're trying to achieve the goals of the UDO that result by having lot 60' frontages, however it creates problems for yield in the development. They believe that using a 50' frontage would still accommodate street tree planting, walkways on both sides of the street, water meters, and sewer cleanouts. They plan on providing guest parking within the development, rather than on the street in between driveways. They are also asking for a modification of street standards, in that they'd like to have the sidewalks moved closer to the street. He went on to ask if there are any thematic goals that they should consider. Also, he said they are interested in working with the Town to extend the gravity sewer to the project and the proposed Town park that abuts the project to the north.

Randy Harrington asked for clarification on the sidewalk placement. Scott Chase questioned how many units they would lose by adhering to the 60' frontage. Mr. Daniels explained that not only would rear entry garages reduce the number of units, they would require much more grading of the topography and a retaining wall.

They discussed what amenities would be offered, and where the off-street parking would be located. Matt Beard expressed the importance of compatibility with the Master Park plan. Rachel Jones discussed how a new roadway on the CTP will affect the eastern side of the development. Kendra Parrish asked for clarification on where the guest parking would be.

Chris Hills said that they realize this project is in the very early stages, but they recommend going back and reviewing the parking issues to see if they can come up with something that fits a bit better with the Comprehensive Plan. Dan Berry said he feels that the proposed plan is more concerned with density, rather than in keeping with the character of the existing neighborhoods. He also expressed some concerns about rezoning the area, and said he doesn't feel that Cass Holt Road, as it exists now, can accommodate this type of density and traffic concerns it would bring.

Summary: The Committee addressed concerns over Comprehensive Plan consistency, character elements, density, ingress and egress related to the traffic that's already existing around the site, greenway connections, and utility connections/capacity.

- b. **Circle K** – Request for conditional zoning process and requirements for +/- 3.53 ac located at 5260 Sunset Lake Rd., as requested by Bowman Consulting Group, Ltd.

In attendance for this item was: Andy Priolo and Brian Downs

Cheryl Caines and Rachel Jones, Development Services, presented the Committee with an overview of the request as presented in the staff report.

Andy Priolo, representing Circle K, has requested to meet with the Land Use Advisory Committee to discuss the potential development of a convenience store (5,200 square feet), drive through car wash, and fueling station on 3.53 acres of land located at the intersection of Sunset Lake Road and Lassiter Road. The site consists of five parcels that are currently vacant or developed with single family residences.

Brian Downs, Timmons Group, explained he was just assigned this project the day before, and hadn't had much time to review it. He provided an overview of the project, and they discussed the current zoning, whether the property would need to be rezoned, and what the process would consist of. He also asked about obtaining a Special Use permit.

Mr. Priolo asked if it would be best to wait until the NE Gateway Plan is adopted before they proceed.

Chris Hills said that the purpose of this meeting would be to look at broader ideas for the area, rather than specific procedural questions that could be addressed to staff. Mr. Downs asked if the Town had received any questions or ideas from the community as to what they'd like to see as part of the NE Gateway Plan.

Randy Harrington mentioned the importance of tree preservation. He also expressed concerns about the noisier components of the proposed plan that would be adjacent to the residential properties, and asked if they considered swapping EV stations rather than vacuums, car washes, etc.

Chris Deshazor also has concerns about the noise of fuel trucks and food delivery trucks coming in. Irena Krstanovic said they might want to think about it being so near the High School, and perhaps providing something that would benefit the students, such as a fast food site.

Dan Berry suggested that they push the selling point of EV charging stations, rather than just a gas station. Matt Beard also suggested tying the site plan into the bike/ped greenway as a good way to integrate the area as an urban mixed use area.

Daniel Weeks asked about the ingress/egress to the site. Mr. Downs said a TIA has been conducted, but he hasn't had the chance to read it yet.

Summary: The Committee addressed concerns regarding tree preservation, noise, the fact that it requires a legislative rezoning, EV stations, hours of delivery, honoring the NE Gateway plan, the sidepath requirements, as well as cross access considerations for future developments toward Holly Springs Road.

Motion/Action Requested: None Required

Agenda Item 5: OTHER BUSINESS

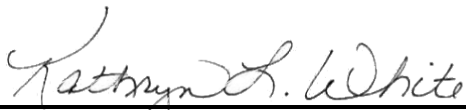
None

Agenda Item 6: ADJOURNMENT

The meeting adjourned at 4:13pm

Motion: Scott Chase

Second: Dan Berry



Kathryn L. White
LUAC Clerk



Town of Holly Springs Land Use Advisory Committee

Agenda Cover Sheet

Agenda Item#: 4.a.

Requests & Communications

Title: Lassiter Road Convenience Store

Strategic Priority Area:

Staff Resource:

Action(s):

- No action is requested. The purpose of this agenda item is to provide feedback and guidance to the developer regarding a potential rezoning, comprehensive plan amendment, and development request for the properties in question.

Explanation:

- The Land Use Advisory Committee is being asked to discuss the acceptability of the development proposal and consistency with the Land Use & Character expectations for development.

Background:

- The applicant had a general inquiry meeting with staff on February 24, 2022.
- The properties were previously zoned LB Local Business, prior to the Town-wide zoning reassignment (March 1, 2022), which reassigned the properties as NMX Neighborhood Mixed Use. The applicant requested at the public hearing for the zoning reassignment that the properties be reassigned to CB Community Business. The Town Council did not support the request at that time and recommended that the applicant go through the standard rezoning process.
- The applicant had a pre-application meeting with staff on June 9, 2022. The Land Development Division Manager and Development Services Director recommended that the applicant request feedback from the Land Use Advisory Committee before moving forward. The recommendation was based on the site & architectural design being inconsistent with the Future Land Use designation and the Unified Development Ordinance. The Lassiter Road Convenience Store project is a high intensity, auto-oriented commercial development proposed on an assemblage of properties with a pedestrian-oriented residential land use designation.

Funding Source(s):

N/A

Attachment(s):

1. Mixed Residential Neighborhood_Land-Use-Character-Plan

Land Use Advisory Committee
July 5, 2022

2. Mixed Use Center_Land-Use-Character-Plan
3. Lassiter Rd Convenience Store_Petition & Site Plan
4. Lassiter Rd LUAC Staff Report_07052022



A **Mixed Residential Neighborhood** includes several housing types — single dwelling detached, single dwelling attached, and multi-dwelling — that provide a range of home choices (densities) in the same neighborhood. This mixed approach allows residents at all stages of life, with different housing needs and preferences, to live in a multi-generational community for a lifetime. Residents can start in a smaller, less expensive option like an apartment or townhome early in life, and move to larger detached single dwelling homes on larger lots as their families grow and change. Empty nesters can downsize to a townhome or senior living option without ever leaving the neighborhood.

In a **Mixed Residential Neighborhood**, homes are oriented toward the street with on-street parking in front of more dense housing options. Some neighborhoods may mix housing types on the same block, or provide accessory dwelling units. Smaller blocks and a grid street network support a well-connected, cohesive community. New **Mixed Residential Neighborhoods** should include a comprehensive and connected network of open space that provide gathering space; preserve large tree stands; and help manage stormwater run-off. These neighborhoods are organized around a neighborhood-scale park which can serve as a central gathering place, within a five-minute walk of all homes. Smaller open spaces like pocket parks and community gardens are distributed throughout the neighborhood, within a shorter walk of homes.

The density of **Mixed Residential Neighborhoods** is highest around the central gathering place, where attached and multi-dwelling housing types like townhomes, apartments and condo buildings define the space. Moving out from the center, lots transition from smaller to larger, and become exclusively single dwelling detached. If a **Mixed Residential Neighborhood** is built adjacent to an existing conventional neighborhood, this variation from more dense to less dense will provide an appropriate transition.

Some of the areas shown on the FLUM as **Mixed Residential Neighborhood** are small pockets of previously undeveloped land adjacent to existing development. In these cases, the types of housing introduced should be compatible with the adjacent neighborhoods, and appropriate transitions should be provided between different housing types.

Street & Block Patterns

- Streets are generally in a grid network.
- Blocks vary in size, growing larger from the center to the edge of the neighborhood.
- Streets should provide connections to adjacent neighborhoods and development.
- New residential uses have off-street parking at the side or rear of the lot to enhance the streetscape and walkability. Parking areas on larger lots may be accessed from front-loaded driveways, while smaller lots may be served by rear alleys.
- Marked or unmarked parking is provided on-street.

Open Spaces & Natural Resources

- Development should be sensitive to existing natural resources including large tree stands and drainage-ways. Mass grading and tree clearing should be avoided whenever possible, however developments of this type may require significant grading, tree clearing, retaining walls or stormwater management features.
- Community open spaces may include small parks and community gardens.
- Low-impact landscape design techniques and sustainable stormwater practices should be incorporated.
- Specimen tree preservation is encouraged.

Transportation Network

- Multi-modal walkable streets with curbs and formal street tree planting.
- Very walkable, with sidewalks, bike facilities, paths and trails providing pedestrian connectivity.

Lot Size & Building Placement

- Lot width and depth is variable, with larger lots for single dwelling detached near the edges of the neighborhood and smaller lots for smaller single dwellings and attached dwellings near the center, creating a mix of densities throughout the neighborhood.
- Front and side setbacks are variable, with larger setbacks near the edges of the neighborhood and smaller setbacks near the center.
- Front-facing garages should be avoided. Where garages face the street, they should be set back significantly from the facade of the building.

Building Types & Massing

- Building types are primarily residential and may include single dwelling detached homes, single dwelling attached, multi-dwelling, and accessory dwelling units.
- Building types may be mixed within blocks, or may be organized with more dense building types near the center of the community, and less dense types near the edges.
- Civic buildings, including schools, may be appropriate in some Mixed Residential Neighborhood areas.
- Multi-dwelling buildings may be up to 4 stories in height. Single-dwelling and other buildings may be up to 3 stories in height.
- Small infill projects may not be required to have a mix of housing products within the new development; rather they should provide housing types that complement adjacent existing buildings while providing new housing options.



This concept drawing is for illustrative purposes only, and is intended to provide an example of the type of development that could take place in a Mixed Residential Neighborhood. This illustration depicts a variety of housing types including rowhouses, a multiplex, and a single dwelling home. Parking is in the rear and streets include sidewalks, street trees, and on-street parking.





A **Mixed-Use Center** offers the opportunity to serve broader economic, entertainment, and housing needs in the community. Land uses and buildings on small blocks in the core may stand three or more stories tall and encourage active public spaces between the buildings. Residential units or office space are found above storefronts. Homes surrounding the core offer several choices to live and experience the center. Parking is satisfied using on-street parking, structured parking, and shared rear-lot parking strategies. The compact, walkable environment and mix of residential and non-residential uses in the center supports multiple modes of transportation, including the potential for transit-oriented development if-when a decision is made to invest in premium transit along the NC 55 corridor.

A large-scale, **Mixed-Use Center** may be surrounded by one or more residential neighborhoods that provide additional nearby home choices and encourage active living with a comprehensive and interconnected network of walkable streets.

Some areas designated **Mixed-Use Center** on the Future Land Use Map started off as suburban shopping centers. Transformation of these areas to support mixed-use development will require deliberate planning and phasing to keep the areas viable during their period of change. Build-out under the **Mixed-Use Center** category should follow the same use, height, mix, design, and parking expectations described for this character area in the paragraphs above; however, infill development and redevelopment activities should be coordinated closely with the Town (on a case-by-case basis) to phase development, program improvements, and set expectations during the transformation.

Street & Block Patterns

- Existing areas may have a conventional suburban development pattern, with surface parking lots between the street and buildings. Blocks may be indiscernible due to a lack of street connectivity to adjacent neighborhoods.
- Redevelopment and new development in these areas will utilize formal small block patterns and relocate parking to the interior of blocks.
- Parking between the street and the building should be limited.
- Paved surface lots have shared parking agreements.
- Formal and informal on-street parking is provided.

Open Spaces & Natural Resources

- These areas include a variety of shared public open spaces throughout a walkable, activated environment, and may include formal and informal open spaces such as greens, squares, plazas, and community gardens. The linear nature can provide opportunities for greenway links to other parts of the Town.
- Grading of topography and clearing of vegetation may be necessary in order to achieve the higher density and compact development desired in the center.
- Low-impact landscape design techniques and sustainable stormwater practices should be incorporated.
- Consider landscaping beds with reduced curb structures/cuts that allow for storage of stormwater and/or mini rain gardens.
- Green roof elements and/or rooftop gardens are encouraged.

Lot Size & Building Placement

- In existing development, lot sizes may be variable and irregular. Redevelopment and new development should seek to regularize lot and building patterns.
- Front setbacks are variable, but in new development should be as small as possible. Side and rear setbacks are variable.

Building Types & Massing

- Multi-dwelling housing in a Mixed-Use Center should be stacked over ground floor retail in the core of the development, or interspersed on small blocks within the larger development so that all multi-dwelling buildings are within short walking distance of a community green or block with non-residential uses.
- Multi-dwelling housing in a Mixed-Use Center should not extend more than two consecutive blocks in any direction unless included in a vertical mixed-use building.
- Buildings should be 3 to 5 stories along the corridor, but may be 2 to 3 stories in transitional areas.

Transportation Network

- Suburban corridor character with curbs and formal street tree planting.
- Primarily auto-oriented, but should also be located along corridors served by transit.
- Sidewalks and bike facilities provide links to adjacent neighborhoods.

LAND USE ADVISORY COMMITTEE

REQUEST & COMMUNICATIONS APPLICATION

The current Filing Fees can be found on-line in the Town of Holly Springs Fee Schedule:
www.hollyspringsnc.us/2170/Development-Services



TRC Meeting Date Requested

LUAC Meeting Date Requested: 7/5/2022

Note: A maximum of two items shall be scheduled per LUAC meeting agenda in the order that they are received, your request will be placed on the closest meeting date to the date requested.

Has this item been presented to the LUAC previously? ☒ No ☐ Yes/when _____

Project Type (check all that apply)

☐ Comprehensive Plan Amendment (check all that apply)

☐ Text Amendment ☐ Future Land Use Plan Map Amendment

☐ Area/Corridor Plan Map Amendment / Name: _____

☐ Zoning Map Change: General Use District

☒ Zoning Map Change: Conditional Zoning District

☐ Major Subdivision

☐ Development Plan

☐ Other: _____

For DS Use only

Project # _____

Fees Paid: \$ _____

Date Received: _____

Project Information

Project Name: Lassiter Rd Convenience Store

Project Location: SE Corner of Holly Springs Rd and Lockley Rd

Use street address. If none, use the closest intersection

☒ Within Corporate Limits ☐ Within Holly Springs ETJ ☐ Pending Annexation

PIN(s): 0669086860, 0669086724, 0669084669

Project Acreage: 1.61 acres

General Inquiry Meeting Date: 6/9/2022

Current Zoning: NMX

Proposed Zoning: CB

Current Future Land Use Designation: Mixed Residential Neighborhood

Proposed Future Land Use Designation: _____

Area Plan Designation (if applicable): _____

Discussion Topics

What are the specific topic areas or questions that you are seeking feedback from the LUAC? (attach sheets if necessary)

Discuss the proposed rezoning we intend to submit

Petition Contact Information (complete each contact in its entirety- please print or type)

Project Applicant/Contact

(check one) ☐ Owner ☐ Owner's Agent ☒ Design Professional ☐ Developer ☐ Other _____

Name Tim Carter, PE Company Kimley Horn

Mailing Address 421 Fayetteville Street, Suite 600

City Raleigh State NC Zip 27601

Telephone # (919)677-2197 E-Mail tim.carter@kimley-horn.com

Property Owner(s) if different than Applicant/Contact-REQUIRED (attach additional sheets if necessary)

Name Chris Taft Company Crosland Southeast

Mailing Address 121 West Trade Street, Suite 2550

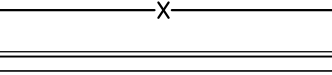
City Charlotte State NC Zip 28202

Telephone # (252)531-9755 E-Mail ctaft@csere.com



SURVEY NOTE:

EXISTING INFORMATION TAKEN FROM AN ALTA/NSPS LAND TITLE SURVEY PROVIDED BY KCI ASSOCIATES OF NC, 4505 WILLS OF NEUSE RD, FLOOR 4, RALEIGH, NC 27609

SITE LEGEND	
	PROPERTY LINE
	EASEMENT LINE
	FENCE
	STANDARD CURB AND GUTTER
	CONCRETE SIDEWALK

SITE LEGEND

	PROPERTY LINE
	EASEMENT LINE
	FENCE
	STANDARD CURB AND GUTTER
	CONCRETE SIDEWALK

Kimley»»Horn

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PHONE: 919-677-2000 FAX: 919-677-2050
WWW.KIMLEY-HORN.COM
#F-0102



	SHEET NUMBER	C2.0	HOLLY SPRINGS	NORTH CAROLINA	KHA PROJECT 015245028	DATE 05 / 20 / 22	SCALE AS SHOWN	DESIGNED BY ASA	DRAWN BY ASA	CHECKED BY TRC	PRELIMINARY NOT FOR CONSTRUCTION	Kimley»Horn © 2022 KIMLEY-HORN AND ASSOCIATES, INC. 421 FAYETTEVILLE STREET, SUITE 600, RALEIGH, NC 27601 PHONE: 919-677-2000 FAX: 919-677-2050 WWW.KIMLEY-HORN.COM #/-0102	No.	REVISIONS	DATE	BY
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SURVEY NOTE:

EXISTING INFORMATION TAKEN FROM AN ALTA/NSPS LAND
TITLE SURVEY PROVIDED BY KCI ASSOCIATES OF NC, 4505
FALLS OF NEUSE RD, FLOOR 4. RALEIGH, NC 27609

[illegible]

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WWW.KIMLEY-HORN.COM
#F-0102

PRELIMINARY
NOT FOR CONSTRUCTION

KHA PROJECT 015245028	DATE 05/20/22	SCALE AS SHOWN	DESIGNED BY ASA	DRAWN BY ASA	CHECKED BY TRC
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UTILITIES PLAN

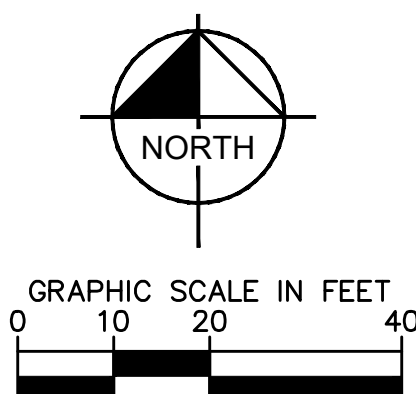
LASSITER ROAD
CONVENIENCE STORE
PREPARED FOR
CROSLAND SE
SPRINGS
NORTH CAROLINA

SHEET NUMBER
C3.0

UTILITIES SUMMARY	
WATER	SEWER
SIZE & MATERIAL: 2" PE LENGTH: ±157 LF	SIZE & MATERIAL: 4" SCH 40 DIP LENGTH: ±126 LF FLOW CAPACITY: X GPD

UTILITY LEGEND

---	PROPERTY LINE
---	WATER LINE
SS	SANITARY SEWER LINE
-E-	ELECTRIC
-G-	GAS
P	POWER
□-□-□	LIGHT POLE
M	WATER METER
✕	GATE VALVE
S S	POINT OF CONNECTION
▬▬▬	BACKFLOW PREVENTOR
HT	PIPE TEE/BENDS
⤴	FIRE HYDRANT (FH)
●	SANITARY SEWER CLEANOUT (SSCO)
SS	SANITARY SEWER MANHOLE (SSMH)
⊠-⊠	SANITARY SEWER GREASE TRAP





THE TOWN OF

Holly Springs

Land Use Advisory Committee

Subject Title: Lassiter Rd. Convenience Store
Meeting Date: July 5, 2022
Presenter: Bronwyn Redus, Rachel Jones, Development Services
Attachments: LUAC Application, Site Plan

Topic Highlights/Summary

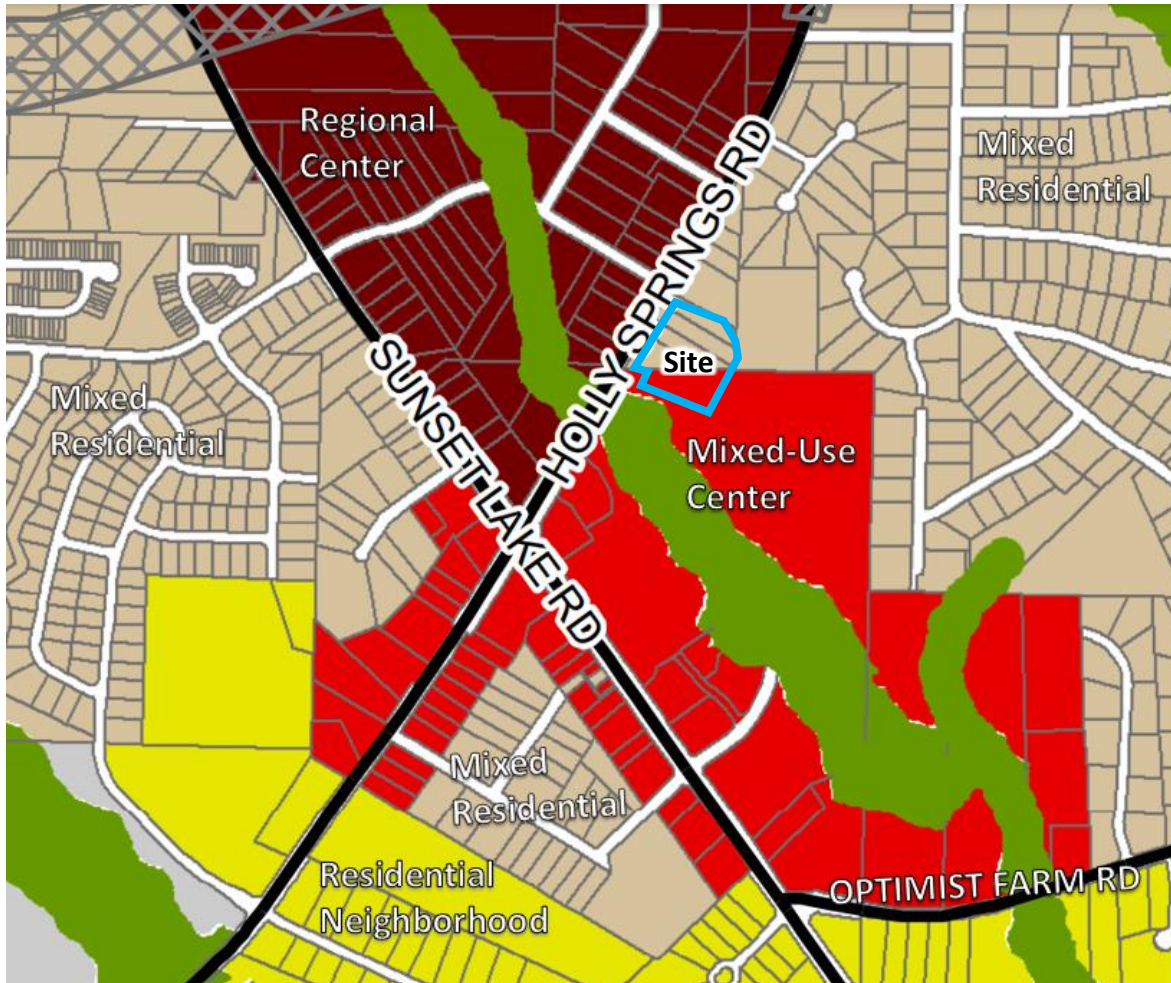
Tim Carter has requested to meet with the Land Use Advisory Committee to discuss the potential development of a convenience store (5,000 square feet) and fueling station on 1.6 acres of land located at the intersection of Holly Springs Road and Lassiter Road. The applicant provided a site plan package provided with the request. The site plan has not been extensively reviewed by staff and may not meet all Unified Development Ordinance standards; however, it has been provided as a visual aid for feedback from the committee.



Staff Analysis of Proposed Concept

Future Land Use Plan Compatibility

The Future Land Use Map designates the project area as Mixed Residential Neighborhood and Mixed-Use Center. The properties with frontage on Holly Springs Rd are Mixed Residential Neighborhood, and the project area incorporates a portion of a property to the south, which is Mixed-Use Center.



Mixed Residential Neighborhood:

A **Mixed Residential Neighborhood** includes several housing types — single dwelling detached, single dwelling attached, and multi-dwelling — that provide a range of home choices (densities) in the same neighborhood. This mixed approach allows residents at all stages of life, with different housing needs and preferences, to live in a multi-generational community for a lifetime. Residents can start in a smaller, less expensive option like an apartment or townhome early in life, and move to larger detached single dwelling homes on larger lots as their families grow and change. Empty nesters can downsize to a townhome or senior living option without ever leaving the neighborhood.

In a **Mixed Residential Neighborhood**, homes are oriented toward the street with on-street parking in front of more dense housing options. Some neighborhoods may mix housing types on the same block, or provide accessory dwelling units. Smaller blocks and a grid street network support a well-connected, cohesive community. New **Mixed Residential Neighborhoods** should include a comprehensive and connected network of open space that provide gathering

space; preserve large tree stands; and help manage stormwater run-off. These neighborhoods are organized around a neighborhood-scale park which can serve as a central gathering place, within a five-minute walk of all homes. Smaller open spaces like pocket parks and community gardens are distributed throughout the neighborhood, within a shorter walk of homes.

The density of **Mixed Residential Neighborhoods** is highest around the central gathering place, where attached and multi-dwelling housing types like townhomes, apartments and condo buildings define the space. Moving out from the center, lots transition from smaller to larger, and become exclusively single dwelling detached. If a **Mixed Residential Neighborhood** is built adjacent to an existing conventional neighborhood, this variation from more dense to less dense will provide an appropriate transition.

Key features of development of Mixed Residential Neighborhoods:

Street & Block Patterns

- Streets are generally in a grid network.
- Blocks vary in size, growing larger from the center to the edge of the neighborhood.
- Streets should provide connections to adjacent neighborhoods and development.
- New residential uses have off-street parking at the side or rear of the lot to enhance the streetscape and walkability. Parking areas on larger lots may be accessed from frontloaded driveways, while smaller lots may be served by rear alleys.
- Marked or unmarked parking is provided on-street.

Open Spaces & Natural Resources

- Development should be sensitive to existing natural resources including large tree stands and drainage-ways. Mass grading and tree clearing should be avoided whenever possible, however developments of this type may require significant grading, tree clearing, retaining walls or stormwater management features.
- Community open spaces may include small parks and community gardens.
- Low-impact landscape design techniques and sustainable stormwater practices should be incorporated.
- Specimen tree preservation is encouraged.

Lot Size & Building Placement

- Lot width and depth is variable, with larger lots for single dwelling detached near the edges of the neighborhood and smaller lots for smaller single dwellings and attached dwellings near the center, creating a mix of densities throughout the neighborhood.
- Front and side setbacks are variable, with larger setbacks near the edges of the neighborhood and smaller setbacks near the center.
- Front-facing garages should be avoided.
- Where garages face the street, they should be set back significantly from the facade of the building.

Building Types & Massing

- Building types are primarily residential and may include single dwelling detached homes, single dwelling attached, multi-dwelling, and accessory dwelling units.
- Building types may be mixed within blocks, or may be organized with more dense building types near the center of the community, and less dense types near the edges.
- Civic buildings, including schools, may be appropriate in some Mixed Residential Neighborhood areas.

- Multi-dwelling buildings may be up to 4 stories in height. Single-dwelling and other buildings may be up to 3 stories in height.
- Small infill projects may not be required to have a mix of housing products within the new development; rather they should provide housing types that complement adjacent existing buildings while providing new housing options.

Transportation Network

- Multi-modal walkable streets with curbs and formal street tree planting.
- Very walkable, with sidewalks, bike facilities, paths and trails providing pedestrian connectivity.

Mixed-Use Center

A **Mixed-Use Center** offers the opportunity to serve broader economic, entertainment, and housing needs in the community. Land uses and buildings on small blocks in the core may stand three or more stories tall and encourage active public spaces between the buildings. Residential units or office space are found above storefronts. Homes surrounding the core offer several choices to live and experience the center. Parking is satisfied using on-street parking, structured parking, and shared rear-lot parking strategies. The compact, walkable environment and mix of residential and non-residential uses in the center supports multiple modes of transportation, including the potential for transit-oriented development if-when a decision is made to invest in premium transit along the NC 55 corridor.

A large-scale, **Mixed-Use Center** may be surrounded by one or more residential neighborhoods that provide additional nearby home choices and encourage active living with a comprehensive and interconnected network of walkable streets.

Some areas designated **Mixed-Use Center** on the Future Land Use Map started off as suburban shopping centers. Transformation of these areas to support mixed-use development will require deliberate planning and phasing to keep the areas viable during their period of change. Build-out under the **Mixed-Use Center** category should follow the same use, height, mix, design, and parking expectations described for this character area in the paragraphs above; however, infill development and redevelopment activities should be coordinated closely with the Town (on a case-by-case basis) to phase development, program improvements, and set expectations during the transformation.

Key features of development of Mixed-Use Center:

Street & Block Patterns

- Existing areas may have a conventional suburban development pattern, with surface parking lots between the street and buildings. Blocks may be indiscernible due to a lack of street connectivity to adjacent neighborhoods
- Redevelopment and new development in these areas will utilize formal small block patterns and relocate parking to the interior of blocks.
- Parking between the street and the building should be limited.
- Paved surface lots have shared parking agreements.
- Formal and informal on-street parking is provided.

Open Space & Natural Resources

- These areas include a variety of shared public open spaces throughout a walkable, activated environment, and may include formal and informal open spaces such as greens, squares, plazas, and community gardens. The linear nature can provide

opportunities for greenway links to other parts of the Town.

- Grading of topography and clearing of vegetation may be necessary in order to achieve the higher density and compact development desired in the center.
- Low-impact landscape design techniques and sustainable stormwater practices should be incorporated.
- Consider landscaping beds with reduced curb structures/cuts that allow for storage of stormwater and/or mini rain gardens.
- Green roof elements and/or rooftop gardens are encouraged.

Lot Size & Building Placement

- In existing development, lot sizes may be variable and irregular. Redevelopment and new development should seek to regularize lot and building patterns.
- Front setbacks are variable, but in new development should be as small as possible. Side and rear setbacks are variable.

Building Types & Massing

- Multi-dwelling housing in a Mixed-Use Center should be stacked over ground floor retail in the core of the development, or interspersed on small blocks within the larger development so that all multi-dwelling buildings are within short walking distance of a community green or block with nonresidential uses.
- Multi-dwelling housing in a Mixed-Use Center should not extend more than two consecutive blocks in any direction unless included in a vertical mixed-use building.
- Buildings should be 3 to 5 stories along the corridor, but may be 2 to 3 stories in transitional areas.

Transportation Network

- Suburban corridor character with curbs and formal street tree planting.
- Primarily auto-oriented, but should also be located along corridors served by transit.
- Sidewalks and bike facilities provide links to adjacent neighborhoods

Northeast Gateway Master Plan

The project area is located within the boundaries of the Northeast Gateway Master Plan which is an ongoing project that will guide and support development of the Northeast Gateway Area. The primary objective of the Master Plan will be to build upon the goals and objectives established in the Land Use & Character Plan and develop those goals and objectives into a development concept and strategic implementation plan. The Master Plan is expected to include, among other things, the following:

- Recommendations for the appropriate mix of commercial, office, and residential uses, potential building massing and locations, and approximate square footage/density of the highest and best land uses for the project area.
- Recommendations on improving connectivity and maintaining appropriate development transitions within and between the project area and the surrounding residential neighborhoods.
- A design manual or pattern book that sets standards and guidelines for the public realm including streetscape design, parking, and open space, as well as architectural patterns that establish the residential and commercial/mixed-use architectural styles for the project area.
- Identify priorities, timelines, and strategies to assist the Town in making decisions about the timing and location of development such that the area can develop in a consistent and connected manner.

The latest draft of the Plan breaks down the NE Gateway into seven (7) functional subareas based on existing characteristic and future mix of uses/development patterns. The subject site is located within functional subarea 4: Commercial Center, which is centered on the intersection of Sunset Lake Road and Holly Springs Road. This area is currently developed with a mix of single-family homes and auto oriented commercial development. The NE Gateway Plan seeks ways to transform the area into a pedestrian-friendly environment with a greater focus on pedestrian and bike accessibility by improving bike/ped facilities and focusing on how development and buildings interact with the public realm.

The NE Gateway Plan specifies Development Patterns that should build off of and enhance the existing commercial in subarea 4. According to the Plan, Apartment Dwellings should be supported between the existing commercial development and future Lockley Drive and Lassiter Road loop. Commercial Land Use should be supported in the area surrounding the intersection of Holly Springs Road and Sunset Lake Road.

This is a draft plan and changes may be made to the functional subarea uses or characteristics. Final drafts and adoption are expected in mid to late summer.

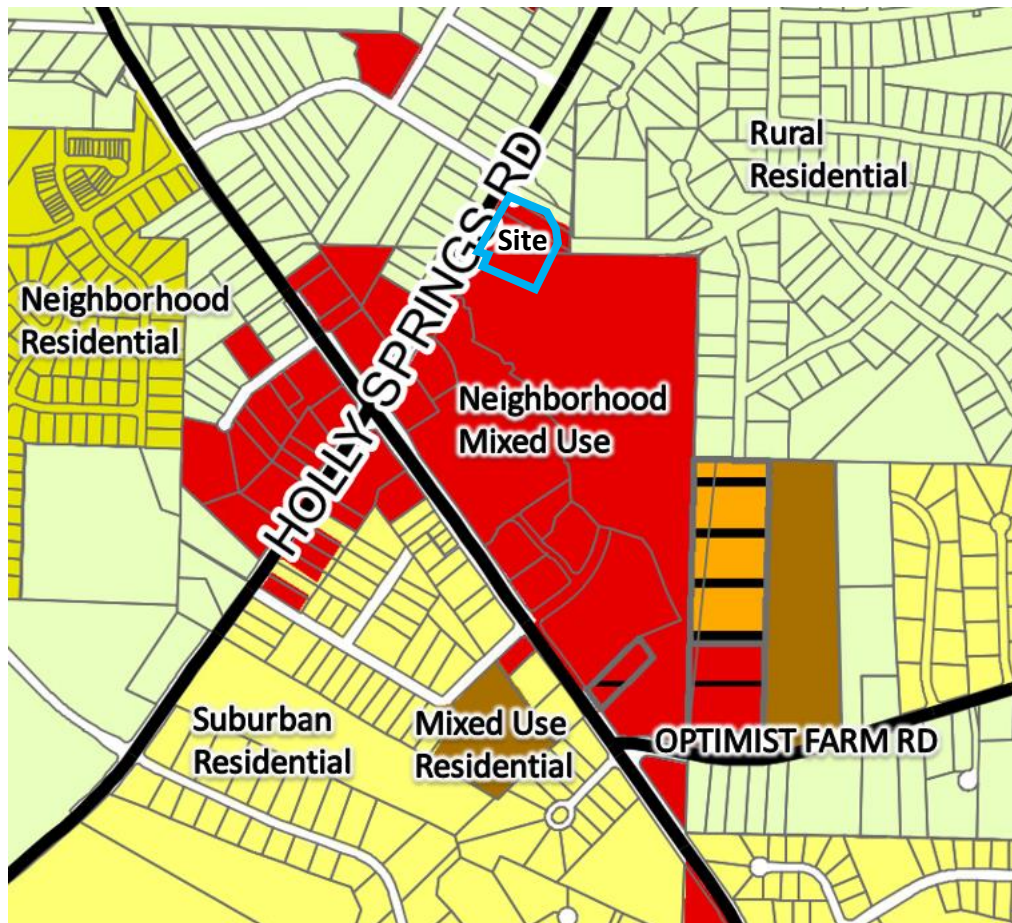
Future Land Use Analysis

The majority of the project assemblage has a Mixed Residential Neighborhood designation. The proposal does not include a housing component. Mixed Residential Neighborhood is a residential land use designation and does not include a mixed-use component; however, the applicant is requesting to rezone and develop these parcels as commercial.

The development is generally not consistent with key themes from the Land Use & Character Plan or the Northeast Gateway Plan. Both plans assert that this assemblage of properties should be developed with a relatively denser residential land use to serve as a transition area between the existing commercial development to the south and the existing neighborhoods to the north. Both plans assert that future development in this area should be very walkable with multi-modal connectivity; however, the proposed project is an auto-oriented use.

Zoning Compatibility

The project area is zoned NMX Neighborhood Mixed Use (the property was previously zoned LB Local Business prior to the zoning reassignment). The NMX District is for development of low-intensity, unobtrusive convenience goods and services that are compatible with nearby residential development. Nonresidential uses are limited in size to ensure compatibility with adjacent residential areas. Housing is encouraged in mixed-use buildings and on adjacent blocks and circulation should encourage connectivity while minimizing the impact of cut-through traffic.



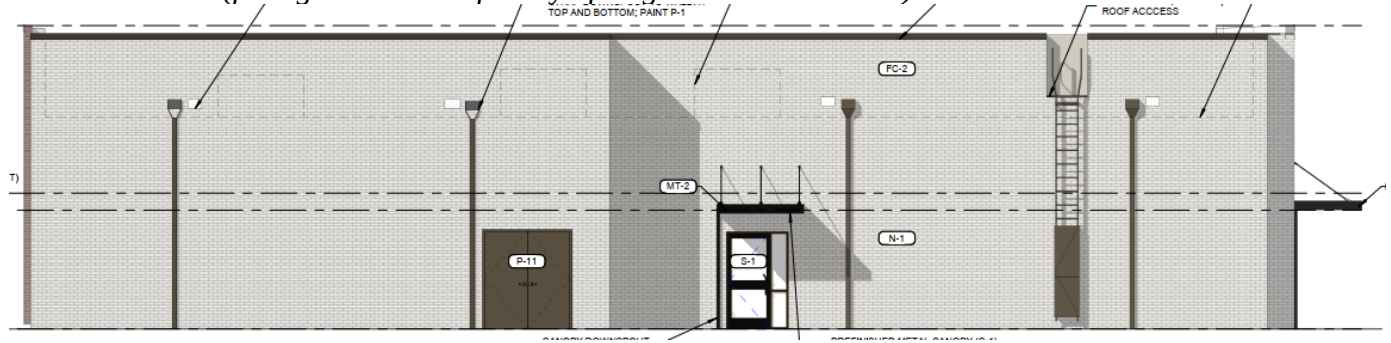
The applicant is requesting consideration of rezoning to CB CD Community Business Conditional District. This district accommodates auto-oriented, high volume and high intensity commercial uses along major corridors. Activities in this district are often large format retail stores and centers. Development in the CB district shall coordinate to facilitate pedestrian, bicycle, and auto access from nearby neighborhoods. Because the NMX zone does not allow fueling stations, the applicant is proposing CB Community Business.

Uses permitted by right include retail, personal services, offices, medical offices, restaurants, and hotels. Uses such as bars, drive through facilities, and fueling stations are permitted with additional standards. Housing is not permitted except residential care facilities.

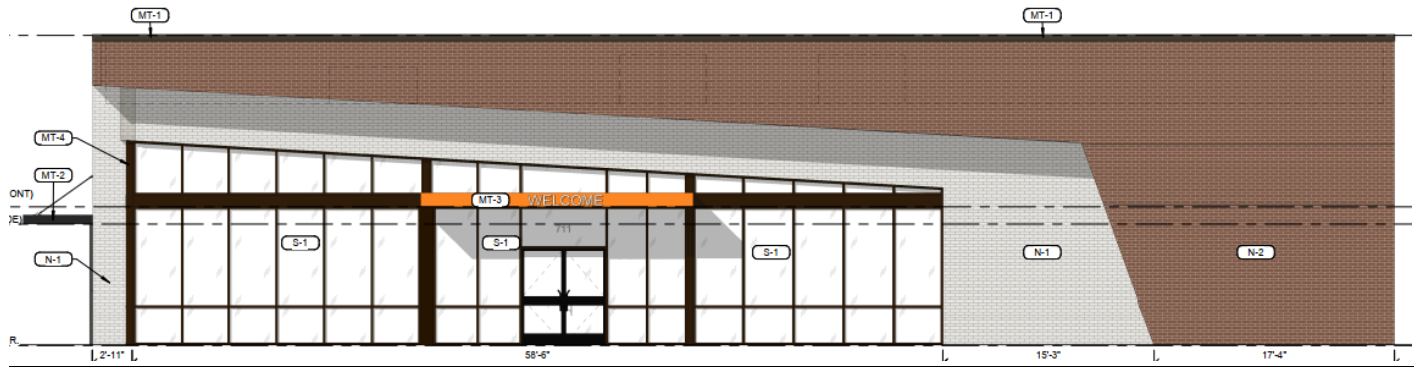
NR Neighborhood Residential and NCR Neighborhood Center Residential are the zoning districts identified in the Unified Development Ordinance to implement the Mixed Residential Neighborhood Land Use designation. CB Community Business, RMX Regional Mixed-Use, and NMX Neighborhood Mixed-Use are the zoning districts identified in the Unified Development Ordinance to implement the Mixed-Use Center Land Use designation. The most appropriate district would be determined based on compatibility with adjacent properties. The site is close to residential uses on the other side of the Lockley/ Lassiter Road extension and all other nearby commercial sites are zoned NMX.

With a Conditional Zoning District (CD), applicants can propose flexible development standards such as different building setbacks, landscape buffers, parking ratios or architectural standards. The applicant is proposing a Conditional Zoning District to propose alternative development standards, though it is not clear what the specific proposals will be at this time. The following architectural elevations were provided to Town Staff at the applicant's Pre-Submittal Meeting on June 9, 2022.

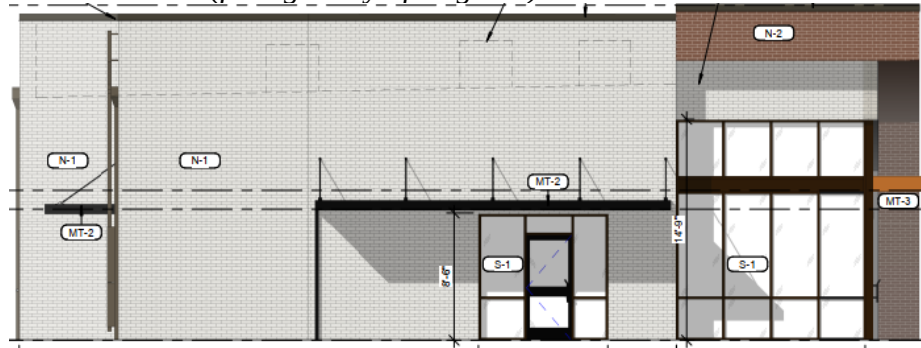
North Elevation (facing the corner of Holly Springs Rd & Lassiter Rd)



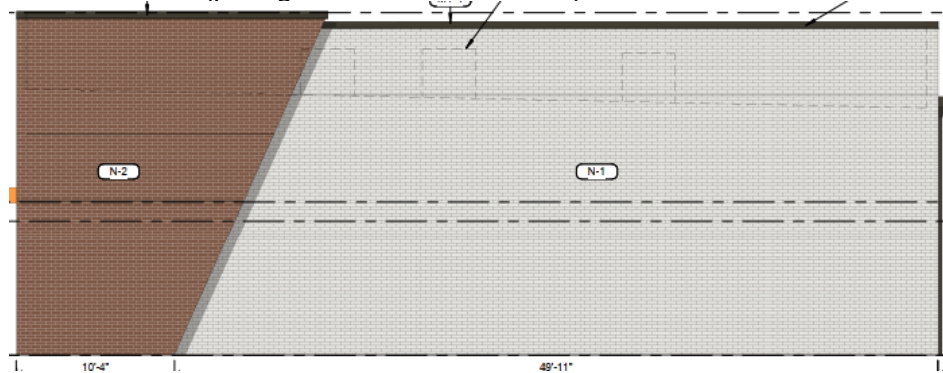
South Elevation (facing the fuel canopy and parking lot)



West Elevation (facing Holly Springs Rd)



East Elevation (facing the Lassiter Rd curve)



Transportation

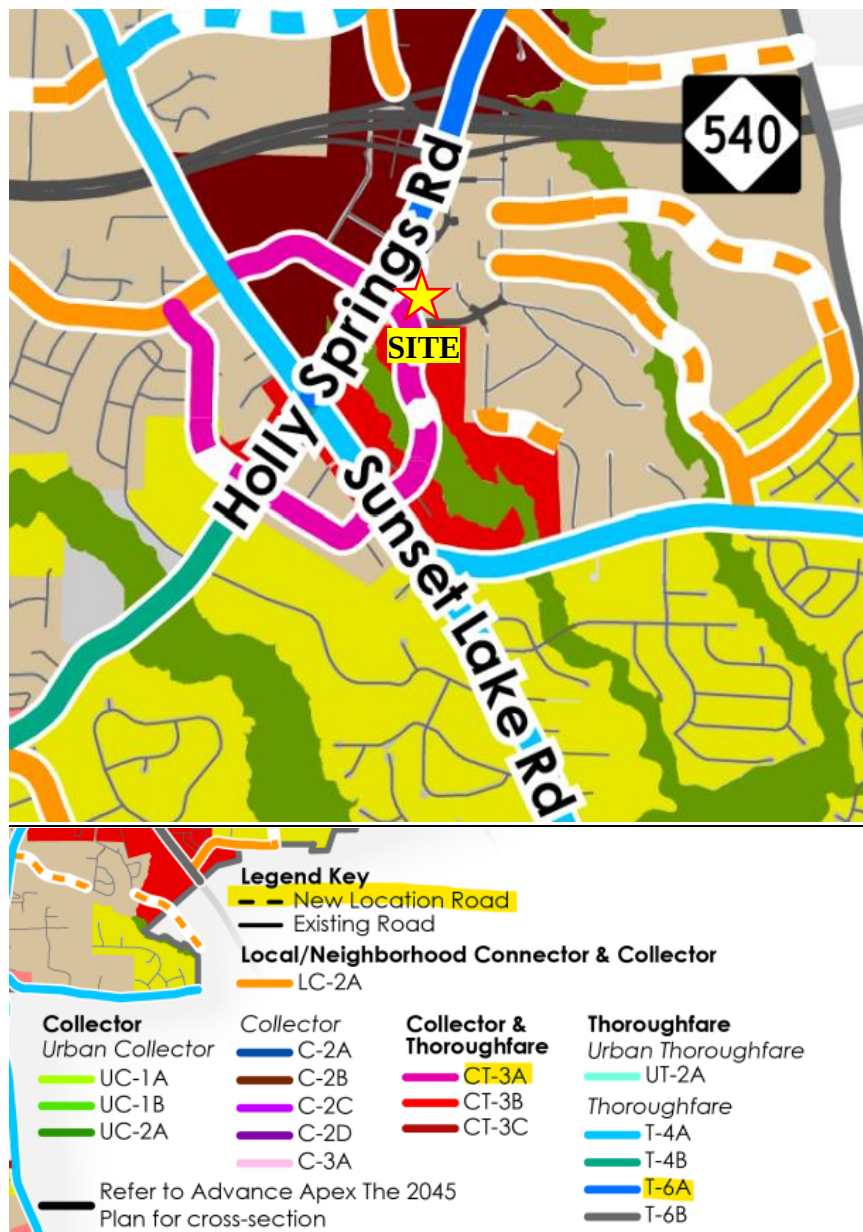
Comprehensive Transportation Plan (CTP)

The Town's updated Comprehensive Transportation Plan (CTP) and new Traffic Study Policy was adopted by Town Council on May 17th, 2022. Any project submitting into the Town's review process will adhere to these new standards and policies.

Road Improvements:

According to the Comprehensive Transportation Plan (CTP) and Unified Development Ordinance (UDO), right-of-way dedication and construction of thoroughfare widening to meet ½ of the ultimate street cross section, across the proposed project property frontages is required. This property has frontage along Holly Springs Rd. The ultimate street cross section for this portion of roadway in the CTP is shown in the Cross Section Map below.

In accordance with the Town's CTP, a new roadway is planned through the development site to meet the future Lockley/Lassiter Road Loop connection. The loop is planned to be a 3-lane collector street. Per the Town's UDO, the developer is responsible for R/W dedication and construction of the portion of the new roadway within their project boundary.



Traffic Impact Analysis (TIA):

In accordance with the Town's new Traffic Study Policy, the proposed project would require a Tier 3, Traffic Impact Analysis (TIA). This analysis is required at the time of the Rezoning submittal. It will analyze the impact of the development on the Town's and NCDOT's adjacent transportation facilities and recommend improvements required to mitigate the project impact. All improvements identified during the TIA review process, and required by the NCDOT and Town, are required to be shown on the subsequent Development Plans. Improvements are required to be designed and constructed by the developer. A TIA Scoping Meeting is required with the developer's Transportation team, the Town and NCDOT.

1. Tier 1: Trip Generation and Distribution Assessment (TGDA): For developments that are not expected to generate significant site traffic or have significant impacts at off-site intersections. This tier of Traffic Study would require a summary of the anticipated trip generation and site traffic distribution but would not require any capacity analysis.

2. Tier 2: Site Specific Traffic Assessment (SSTA): For developments when site traffic is sufficient to potentially necessitate improvements to the transportation network only in the immediate vicinity of the site. This tier of Traffic Study would typically require analysis of site driveways and critical nearby intersections in a limited study area and would require coordination through the Town's Traffic Study scoping process.

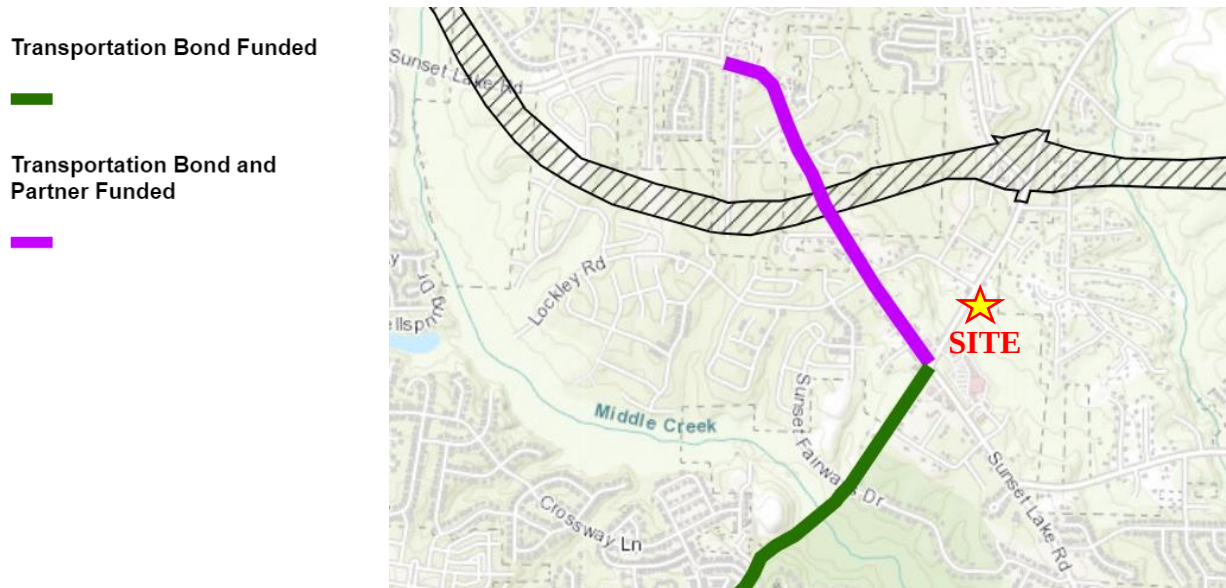
3. Tier 3: Traffic Impact Analysis (TIA): For developments when site traffic is sufficient to potentially necessitate improvements to the transportation network beyond only site access points or adjacent intersections. This tier of Traffic Study would typically require analysis of critical intersections within at least a 1-mile radius of the site and would require coordination through the Town's Traffic Study scoping process.

TABLE 1 TRAFFIC STUDY TIERS				
Tier	Title	Trip Generation Threshold		Required Study Area
		Daily (vpd.)	Peak Hour (veh.)	
1	Trip Generation and Distribution Assessment (TGDA)	300-499	30-49	No intersection analysis required
2	Site Specific Traffic Assessment (SSTA)	500-999	50-99	Site access points and critical nearby intersections
3	Traffic Impact Analysis (TIA)	1,000+	100+	Site access points and critical intersections within at least a 1-mile radius

Critical nearby intersections for Tier 2 studies are those in such proximity to the proposed development that, in the opinion of the Administrator, will be sufficiently impacted to warrant inclusion in the analysis.

Town Transportation Bond Projects:

There are two Town Transportation Bond Projects in the vicinity of the proposed development. The “Green Line” Holly Springs Road Widening – East is planned to improve Holly Springs Road to a four-lane road with bike lanes and sidewalks, from Flint Point Lane to Sunset Lake Road. This will help increase capacity along the adjacent facilities to the NC 540 interchange planned on Holly Springs Road, and provide safe bike & pedestrian routes near Holly Springs schools. In addition, this project will replace the Middle Creek crossing with a new, four-lane bridge to alleviate historic flooding during heavy rainfall. Construction is anticipated to begin in 2023. The “Purple Line” Sunset Lake Rd. widening project is identified as a Partner Funded Bond Project and the Town is actively seeking funding partnership to achieve these improvements. This project will include widening Sunset Lake Rd. to four lanes, adding bike lanes and sidewalks, ultimately improving traffic flow near the future NC 540 interchange at Holly Springs Rd.



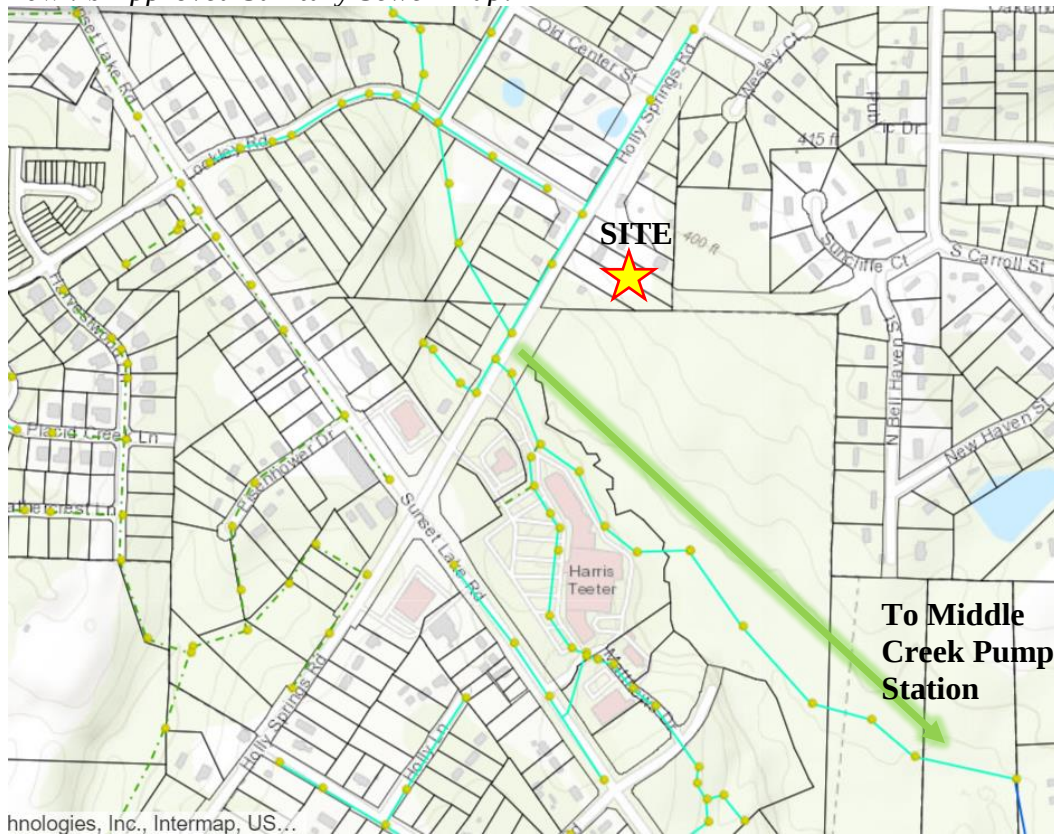
Public Utilities:

With the development of these properties, public utility connection is required in accordance with the Town’s Unified Development Ordinance (UDO) and Engineering Design & Construction Standards (ED&CS) and other governing standards.

Sanitary Sewer:

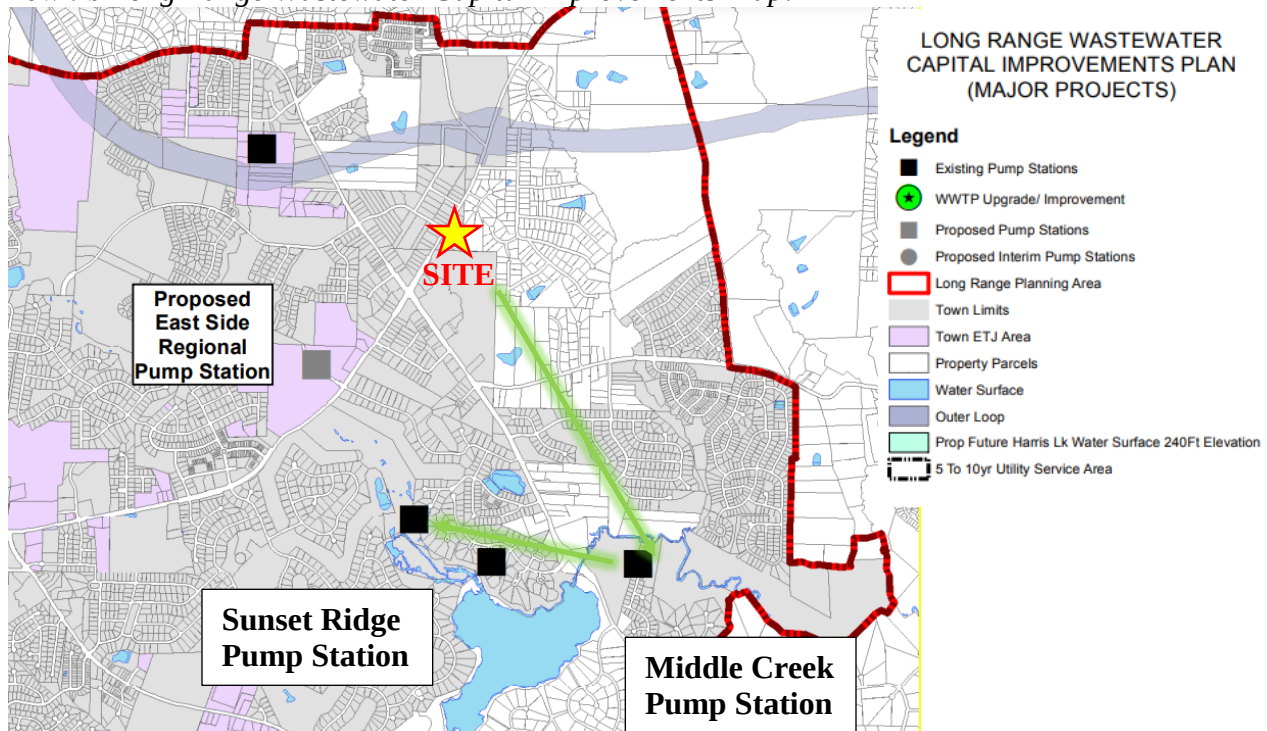
There is existing 8-inch gravity sewer available to the subject site on Holly Springs Rd.. Wastewater flow from this project will discharge to the Middle Creek Pump Station and Sunset Ridge Pump Station. A Downstream Sewer Evaluation and Pump Station Report may be required at the time of Rezoning petition submittal to evaluate the capacity and condition of existing downstream sewer infrastructure and pump stations to determine the project impact. This project will be required to provide a sewer stub to all adjacent upstream properties to serve future development where feasible.

Town's Approved Sanitary Sewer Map:



The Town is expecting the future East Regional Pump Station, shown in the Town's Long Range Wastewater Improvements Plan, to be required with additional development in these sewer basins, as well as improvements to the Middle Creek and Sunset Ridge pump stations and downstream infrastructure. These improvements are not in the Town's CIP and would require participation by the development community to accelerate the projects.

Town's Long Range Wastewater Capital Improvements Map:



Potable Water:

There is an existing 16-inch watermain in Holly Springs Road available for connection from this site. A Hydraulic/Fire Flow Evaluation and Report will be required with the Development Plans to verify that adequate pressure and fire flow is available.

Town's Approved Potable Water Map

**LUAC Discussion**

The Land Use Advisory Committee is being asked to discuss the acceptability of the development proposal and consistency with the Land Use & Character expectations for development. The LUAC should provide guidance as to whether a rezoning and comprehensive plan amendment is appropriate for this location.

No official action of the LUAC will be made other than providing verbal feedback on the proposal.

The applicant has also requested guidance from LUAC on the following:

- Provide general impressions of the project and preliminary sketch plan.

Note: The site plan package provided with the applicant's submission has not been extensively reviewed by staff and may not meet all Unified Development Ordinance standards. This has been provided as a visual aid for feedback from the committee.

Motion/Action Requested

No action is requested. The purpose of this agenda item is to provide the developer feedback and guidance regarding a potential rezoning and development request for the property in question.

Agenda Item Contact Information				
Agenda item prepared by:				
Agenda Item Department Head Approval for Review and TRC Discussion				
	Approved for Distribution			
Staff	Yes	No	Initials	Department Head Comments
Rachel Jones	X		RDJ	
Bronwyn Redus	X		BBR	

For Department Use Only:
LUAC Discussion/Action