



Agenda

1. Call to Order

2. Approval of Minutes

- a. Approve the Minutes of the November 7, 2023 LUAC

3. Requests and Communications

- a. Holly Springs Road Mixed-Use Rezoning
- b. 420 Green Oaks Parkway Rezoning

4. Other Business

5. 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#: 2.a.

Consent Agenda

Title: Approve the Minutes of the November 7, 2023 LUAC

Strategic Priority Area:

Staff Resource:

Action(s):

Explanation:

Background:

Funding Source(s):

Attachment(s):

1. November 7, 2023 LUAC Minutes - draft



Town of Holly Springs Land Use Advisory Committee

Minutes: *November 7, 2023*

Agenda Item 1: ROLL CALL

The Land Use Advisory Committee (LUAC) met on Tuesday, November 7, 2023 in the Holly A & B Rooms of the Cultural Center at 3:00 p.m. when a quorum was established.

Members Present: Randy Harrington
Scott Chase
Daniel Weeks
Dan Berry, Town Council Representative
Chris Hills
LeeAnn Plumer
Thomas Urquart, Planning Board Representative
Rick Madoni, Planning Board Alternate

Members Absent: Kendra Parrish
Irena Krstanovic

Staff Members
Present: Grayson Taylor
Aaron Levitt
Brett Gosney
Sean Ryan
Matt Beard
Catherine Jacobs
Cheryl Caines
Chris Garcia
Elliot Blonshine
Kathy White (recording the minutes)

Agenda Item 2: APPROVAL OF MINUTES

Motion to approve minutes of September 5, 2023 as submitted.

Motion: Scott Chase
Second: Dan Berry
Vote: Unanimous

Agenda Item 3: Development Petition(s)

A. Honeycutt Road and Wade Nash Road Realignment and Development
Applicants in attendance were:

Jason Barron – Morningstar Law Group
Nathan Rhomberg - VHB
Rob Rudloff - Pulte Group
Leticia Shapiro – Morningstar Law Group
Monty Steckler – SNR Group
Mark Frederick – Parker Poe
Andy Mills – Shenandoah Homes
Nick Antrilli – Withers Ravenel
Ed Tang – Withers Ravenel
Rynal Stephenson – Ramey Kemp
Lyle Overcash – Kimley-Horn

Sean Ryan, Development Services, stated that the purpose of this meeting was to confirm the Council's position on the Honeycutt Road and Wade Nash Road alignment, and to discuss potential partnerships, phased improvements, or other methods to meet shared goals. The role of the LUAC Committee is to provide the applicants with direction on development applications and the realignment of Honeycutt Road and Wade Nash Road.

Mr. Ryan gave a brief overview of the existing traffic and connectivity issues for east/west travel. He showed the current corridors, as well as the proposed West/East Connector from Avent Ferry Road to NC 55. He said this corridor has been a long priority in the transportation plan, going back to 2001. But it's an improvement that's approaching quickly, with all the development that is going into the Town's southwest jurisdiction. The Town's goals for this corridor are to improve the existing operating conditions at the intersections at Honeycutt Road and Wade Nash Road at Piney Grove Wilbon Road, and also to create that west/east connector to help relieve traffic from Avent Ferry Road, Cass Holt, as well as Piney Grove Wilbon Road. It is also intended to promote safety, helping to reduce the impacts on property owners that are around the corridor as well as support the planned development that we know is going to happen in this area. He explained why the realignment is the locally preferred option for the Town.

Mr. Ryan then gave an overview of the three projects that are being discussed today:

22-REZ-09 - 1100 Piney Grove Wilbon is in the review process. The current zoning is RR Rural Residential. The proposed zoning is NMX-CD Neighborhood Mixed-Use CD. The proposed uses are 173 Dwelling units (detached and attached dwellings, apartments and some commercial), and the proposed density is 4.8± units per acre.

22-REZ-10 Symphonia is pending a public hearing. The current zoning is RR Residential. The proposed zoning is NR-CD, Neighborhood Residential CD. The proposed uses are 152 detached and attached dwellings, and the proposed density is 3.12± units per acre.

23-REZ-05 Wade Nash North is in the review process. The current zoning is RR Residential. The proposed zoning is NR-CD Neighborhood Residential CD. The proposed uses are 230-240 detached and attached dwellings. The proposed density is 3.7± units per acre.

Chris Hills stated that there have been several iterations of what this could look like, and we think that we've found a way to try to accomplish that goal through this process. There are three developments that are concurrently moving forward in an opportunity to try to align their investment.

Jason Barron thanked the committee for hosting the meeting, and said it was a fairly unusual situation to have three different developers trying to build the same general area. All three of these cases have been tied together by the fundamental question of what happens with Honeycutt Road and Wade Nash Road. They're all trying to work with staff to determine what works for the Town, and what works for the developers, and what is feasible for everyone. He stated that this meeting was meant to be a discussion, not a debate about what's right or what's wrong. He then gave an overview of the three proposed projects. He pointed out there are significant frontage improvements that are coming out in the development of each of these developments. He continued by talking about the Honeycutt Road dilemma and how this affects all the projects. He hesitates to consider the dual signalization at Honeycutt Road and Wade Nash Road as a temporary or interim fix, because 2045 sounds like a long time from now. Also, he and the other developers believe that the cost of doing nothing far outweighs the cost of hoping that someone will come along and spend \$10 million dollars to connect these two roads.

Rynal Stephenson talked about the traffic study hot spots and the options that are available. He said one scenario is to have two T-intersections. He doesn't feel that the potential realignment option is something that should never happen. He believes they're just trying to figure out what should be done in the interim, how does that work, and why does that work. One of the reasons that the two T-intersection idea works, is that it allows the side streets to move simultaneously, which doesn't happen if you have one large intersection. Eventually there will need to be some improvements, but it does work well for a period of time.

Lyle Overcash discussed the traffic flow demand, stating that the demand lies in the north/south traffic flow. Approximately 75% of the traffic goes north, and 25% goes east west. He showed TIA's of the area at 2026, 2045, and 2050 for both AM and PM drive times.

Chris Hills asked for clarification on what the developments would do to the east west flow volume.

Mr. Overcash discussed that it's not always the best solution to connect intersections and stated that there really isn't a safety problem at Wade Nash Road, but there were more at Honeycutt Road. The bigger issue is the amount of traffic flow itself on Piney Grove Wilbon.

Rynal Stephenson compared the RCI or superstreets on Hwy 55 and how this is sort of the same concept. After the analysis, they concluded that fundamentally, a roundabout wouldn't work for this area.

Randy Harrington asked Mr. Stephenson if what he was comparing this to is what happens as you enter Apex off of North Williams Street. Mr. Stephenson stated the main thing he wanted to point out is that that in widening the frontage, it would accomplish the goals of the Town.

Jason Barron said that in other zoning cases, there's always some sort of a trade-off. You come to the table trying to demonstrate that you're trying to make something else better, even if you're not checking every box. In this situation, in his opinion, for this particular traffic discussion, there is no trade off in going with the dual signalization. They're proposing a solution that achieves the Town's goals and their goals at the same time.

Chris Hills asked for any questions or comments.

Mark Frederick stated that the Wade Nash situation is a little more removed from the main issues that are being discussed today.

Chris Hills asked for clarification on the \$10 million investment. Mr. Barron said it doesn't include ROW acquisition or environmental permitting. It's a rough number to show the magnitude associated with this line item. He believes that it will actually be a lot more than that, once you get into the ROW acquisition and environmental permitting.

Randy asked what the estimation is for dual signalization costs. Jason said it would be around \$200,000 on standard DOT wood poles. Mr. Overcash said wood poles would be a better way to allow for future improvements. Mr. Harrington asked if they are considering this to be more of a permanent solution, why not use metal poles? Maybe this would be a discussion at a later time. Jason Barron said he doesn't want to throw good money over bad if the Town doesn't want to use wooden poles. Chris Hills explained that the Town is thinking long term goals. He wants the developers to consider that when they are making proposals to the Planning Board and Town Council.

Aaron Levitt, Utilities and Infrastructure, asked for clarification on the traffic counts – how is going through two signals better than going through one signal? Mr. Stephenson explained the timing of the signals. Mr. Levitt questioned that explanation. Mr. Overcash said there aren't many people turning left off of Wade Nash to go south on Piney Grove Wilbon. Mr. Levitt asked for clarification on comparing this method to a superstreet. Mr. Stephenson said that before Avent Ferry changed, it was a nightmare. He explained how this is a better way, because by stretching it apart, you don't have all the movements at one location. It's not as efficient as an RCI or superstreet, but it's somewhere in between. Mr. Overcash said DOT has a toolbox on how to fix four lane intersections. This is just one possibility.

Catherine Jacobs said if they were to get stopped at both lights, the timing is very comparable. Mr. Overcash said it's like an interchange ramp.

Matt Beard, Parks and Recreation, expressed concerns regarding bicycle/pedestrian safety in this area. Mr. Overcash said that they would provide a pedestrian sidewalk to the school. Mr. Beard expressed concerns with the dual signalizations, connectivity and gaps in safety around the school. We have to think about future developments and the families that will be bringing their kids to school.

Mr. Hills stated that staff works with DOT, but we don't have confirmation that synchronized signalization is approvable at this time. Mr. Overcash said that they didn't propose the signal originally, because they really don't have that much traffic going south from Wade Nash Road.

Mr. Harrington asked about the possibility of synthetic TIF partnership on costs associated with the new development. Would developers be willing to share in the utility costs? Jason Barron said he doesn't want to speak for the developers, but he thinks the upfront costs of having to shoulder that and wait to be reimbursed is a non-starter.

Mr. Stephenson asked if they could avoid the frontage widening work at the start of the project? Can they put that part off and avoid those costs? Mr. Hills said maybe they could run some math to reduce some of those costs. Mr. Levitt explained a situation in Holly Meadow where they did something similar.

Rick Madoni expressed concerns about the traffic studies. We're trying to get people to go east and west, and off the main streets. He also asked if it's better for the Town to be pulling other intersections apart, as they're suggesting with this project, are there other areas where we should be considering this? Mr. Overcash said that they're trying to accommodate the best of both worlds. Mr. Stephenson said that if you have them too far apart, it doesn't work. He feels this area is the best area possible to pull them apart. There aren't a lot of driveways on Piney Grove Wilbon in this area. He explained that this will avoid a great deal of problems in years to come. He went on to say we have a great opportunity to get infrastructure in the area, they're not excluding or doing anything to stop the realignment in the future. He believes this is the best possible solution.

MPT Berry stated he understands they're all trying to find solutions, but there are a lot of people who don't want 850 new homes in this area. Traffic on Piney Grove Wilbon is heavier than it's ever been. He doesn't believe adding traffic lights will help with all the north south traffic. There's probably one project here, by itself on its own merit that could make some sense. But for all three projects, there has to be some kind of meaningful contribution to a long-term solution. The short-term solutions sound good, but 20 years from now, none of us are going to be here, and the Town is on the hook for these improvements, we get no fees in lieu, nothing is put away, and it falls on the taxpayers. He gets the right-of-way and the signalization, and if they came with something like fees in lieu, or something we can hang our hats on, because in 2045 or 2050 there's a possibility, because we have "X" from all three of these parties. Then you've got a whole bunch of other land that's around here, and maybe in the future we collect more fees. Then there's a hope to get that improvement done. But there's got to be some sort of meaningful contribution to make this a starting conversation for me. He continued, "for us to do nothing is worse than to do something"? I don't know about that.

Mr. Harrington said there are three levels of political acceptability. The one at the lowest percentage is the one being proposed, and the Council has taken action on, is the dual signalization. That's a tough pill to swallow. Does the needle change if there is a full acquisition of right-of-way for future road widening? If there are mast arms? Maybe, maybe not. But you've heard from Council that that alone doesn't push them over the line. Then moving up in the political acceptability of chances would be dual signals with CTP right-of-way alignment reserved in some form or fashion. And MPT Berry mentioned fees-in-lieu or something that can solidify the future and minimize the impact on future taxpayers. The third one, which has the highest percentage, if you want to say it that way, is to construct the long-term alignment now. We've talked about the challenges with that, but that's the one that's been in the conversation from the beginning.

Dan Berry continued saying it takes three people from my seat in the business to get anything done. I know I'm going to be biased because I live there, but we've held these discussions in Workshops and Planning Boards, the votes aren't there right now. One of these things that Randy laid out is yes, the dual signalization thing works for 20 years, but what are we going to do in order to make the 2045 /2050 work? Because for me, if we sell out now and say yes, we have to make all of these developments performers work for everybody, and everybody comes in, builds their projects, and then 2045 comes and there's no ability to actually see that vision. We're all joking ourselves here, if we don't actually feel serious about trying to make this happen. So, we need some sort of indication or commitment to that to make it seem like that future improvement is a reality, and that it's not something that's just on paper.

Mr. Barron said that in respect to Symphonia, not only are they showing the greenspace where the future alignment is going, but their proposed development agreement will grant the Town the option to acquire that property for \$1 (the right of way through the section of their property that is impacted by the “realigned realignment”) when and if the Town desires to extend/connect the right-of-way. Mr. Harrington asked if this agreement was time bound, and it was determined that in the development agreement it was 10 years. Mr. Barron said that they have no problem with making sure that they’re not doing anything that prevents the Town from doing what you’re talking about.

Mr. Hills offered an overall analysis of today’s discussion:

- If they are going to continue to explore dual signalization, even as a temporary measure, one concern Town has concerns about is the use of wooden poles.
- The dual signalization might not be much different from a queuing perspective than a single signal.
- The super street concept is one that the Town doesn’t want to see replicated.
- Pedestrian connectivity to the schools is of critical importance, and they need to work with DOT’s position on this.
- Is there a way to accelerate the final proposal? Synthetic tax grant? How can the Town help partner with that? Improvements to right-of-way?
- Density of homes in the area.
- The effects of hourglass shape of road improvements on other corridors.
- More traffic lights are not necessarily a good solution, even if the level of service might seem to indicate that it works.
- To move all of these projects forward, some type of solid contribution developing infrastructure in the corridor is really important.
- Mr. Harrington noted that there are a few options that they might be testing as they move forward. Certainly, the one being proposed now has very limited support from staff and elected officials. The temporary dual signalization, the potential for future right-of-way and fee in lieu for the alternate corridor, or construction of the long-term alignment now, in some way, shape or form were also discussed.

Mr. Hills continued, our goal from here is to work with the applicants on how do we move this forward. Traffic is the number one concern in this community. Certainly, we’ve worked with all of you at various points in the past and you’ve all brought quality development to the community. This is something that we’d like to continue to see, but we have to do it in the way that we address the local issues, which in this case, the number one is traffic.

Agenda Item 4: OTHER BUSINESS

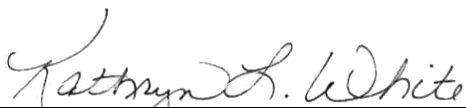
None

Mr. Hills asked if there were any other questions, and hearing none, asked for a motion to adjourn.

Agenda Item 5: ADJOURNMENT

The meeting adjourned at 4:34

Motion: Dan Berry
Second: Randy Harrington

A handwritten signature in cursive script, reading "Kathryn L. White". The signature is written in dark ink and is positioned above a horizontal line.

Kathryn L. White
LUAC Clerk



Town of Holly Springs Land Use Advisory Committee

Agenda Cover Sheet

Agenda Item#: 3.a.

New Business

Title: Holly Springs Road Mixed-Use Rezoning

Strategic Priority Area:

Staff Resource:

Action(s):

- No official action by the LUAC will be taken other than providing verbal feedback on the proposed Future Land Use Map amendment and rezoning of subject properties located South of the intersection at Holly Springs Road and Lassiter Road.
- The applicant has also requested guidance on a potential Future Land Use Map amendment.

Explanation:

- Bharat Patel and Kaali Dass have requested to meet with the Land Use Advisory Committee to discuss the potential development of ~1 acre of land located at 0 & 0 Holly Springs Road (PIN No. 0659962611 and 0659962669) South of the intersection of Holly Springs Road and Lassiter Road.
- The proposal consists of two separate ~7,000 sf buildings, both incorporating ~3,500 sf commercial/retail on the bottom floor and ~3,500 sf residential above.
- The applicant is requesting a rezoning from SR-Suburban Residential to NMX-Neighborhood Mixed-Use. If adopted, the rezoning would change the Future Land Use designation in the Northeast Gateway Master Plan from Apartment Dwellings to Mixed-Use.

Background:

- The LUAC provides informal review, technical support, assistance, comment and critique in the assessment of proposed development petitions.

Funding Source(s):

N/A

Attachment(s):

1. Staff Report
2. LUAC Application
3. Site Plan



Land Use Advisory Committee

Subject Title: Holly Springs Road Mixed-Use Rezoning
Meeting Date: December 5, 2023
Presenter: Conor Ryan, Catherine Jacobs, Development Services
Attachments: LUAC Application, Site Plan

Topic Highlights/Summary

Bharat Patel and Kaali Dass have requested to meet with the Land Use Advisory Committee to discuss the potential development of two mixed-use buildings, both incorporating ~3,500 sq. ft. of lower-story commercial space and ~3,500 sq. ft. upper-story residential space. The applicant provided a site plan 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.

Future Land Use Designation: Mixed-Use Center

Proposed Future Land Use Designations: Mixed-Use Center

Northeast Gateway Master Plan Sub Area 4 Designation: Apartments

Proposed Northeast Gateway Master Plan Sub Area 4 Designation: Mixed-Use

Current Zoning: SR Suburban Residential

Proposed Zoning: NMX Neighborhood Mixed-Use

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.

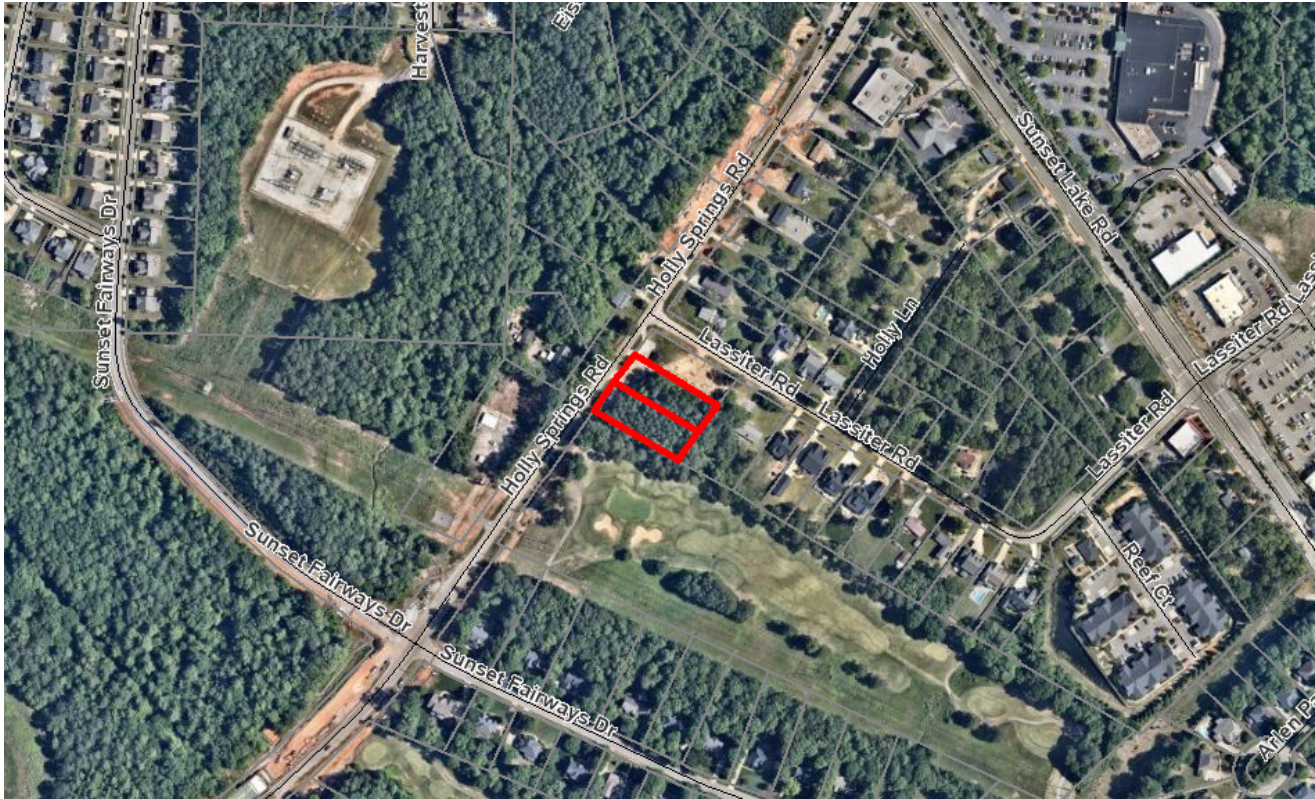
Points of discussion:

- Is the requested use consistent with the Northeast Gateway Master Plan future land use designation?
- Is a Comprehensive Plan amendment modifying the Northeast Gateway Master Plan's land use designation from Apartment Dwellings to Mixed-Use appropriate?

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

- Proposed Use
- Proposed Land Use Plan Amendment

Project Location Map



Staff Analysis of Proposed Concept

Comprehensive Plan Analysis

While the proposed development may be compatible with the larger Future Land Use Plan's Mixed-Use Center designation, it is not compatible with the Northeast Gateway Master Plan's future land use designation. The Northeast Gateway Functional Subarea 4 Land Use Plan denotes the subject area as specifically Apartment Dwellings. The Apartment Dwellings Land Use is described as comprising the Courtyard Building and/or Mid-Rise apartment dwelling development typologies at a density range of 15-20 dwelling units/acre. Mixed-Use buildings such as the ones proposed are supported by the Northeast Gateway Master Plan around the intersection of Sunset Lake Rd. and Holly Springs Rd., rather than at the intersection of Holly Springs Rd. and Lassiter Rd.

The Northeast Gateway Plan future land use designations were designed to create appropriate transitions between uses. The Northeast Gateway Plan describes how the Apartment Dwellings Land Use is most appropriate in areas of transition between lower-density residential neighborhoods and higher-density residential and nonresidential development. The location of the Apartment use designated in the Functional Subarea 4 plan creates an effective transition between adjacent lower-density residential development along Holly Springs Road in the Sunset Ridge subdivision to the higher-intensity commercial uses at the intersection of Holly Springs Road and Sunset Lake Road and low-density housing to the East of the site along Lassiter Road.

Zoning Analysis

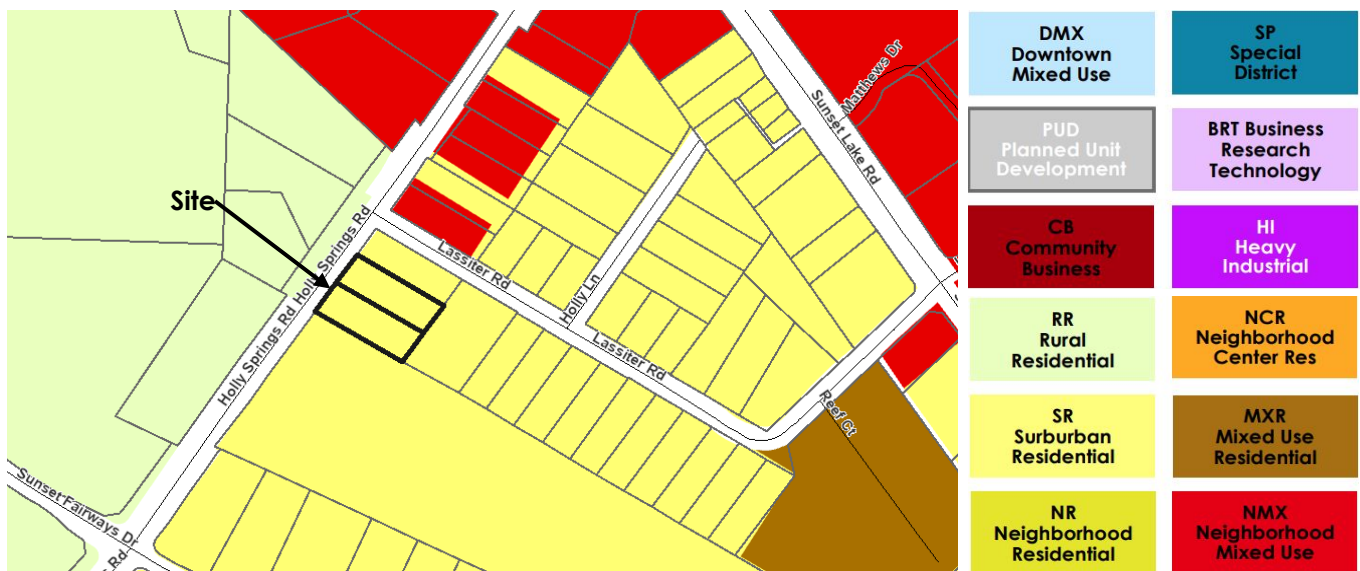
The project area is currently zoned SR - Suburban Residential. The Suburban Residential District is established to protect, promote and maintain the development of low-to-medium density detached dwellings on different lot sizes that vary enough to provide a range of home

choices in the same neighborhood and to provide for limited public and institutional uses that are compatible with those neighborhoods. For those properties in walking and biking distance to Commercial & Mixed-Use Districts, this district is expected to be compact in form with densities that support the development of traditional style neighborhoods. The SR district does not permit Apartment Dwellings or office/retail uses.

The applicant is requesting consideration of rezoning to NMX – Neighborhood Mixed-Use. This district is established to promote a pedestrian-friendly environment for the provision of a full range of convenience goods and services, which are necessary to meet the daily needs of nearby neighborhoods. Their proximity requires that operations be low-intensity, unobtrusive, and at a scale and design compatible with nearby residential development. Housing is encouraged in mixed-use buildings and on adjacent blocks and circulation should encourage connectivity while minimizing the impact of cut-through traffic. Apartment Dwellings are permitted only as an upper-story use in the NMX district, while office/retail uses are permitted-by-right.

Based on the Northeast Gateway Master Plan future land use designation, the most compatible zoning district would be MXR – Mixed-Use Residential. The Mixed-Use Residential District encourages the creation of highly walkable neighborhoods in proximity to Commercial & Mixed-Use Districts with a range of predominately residential uses.

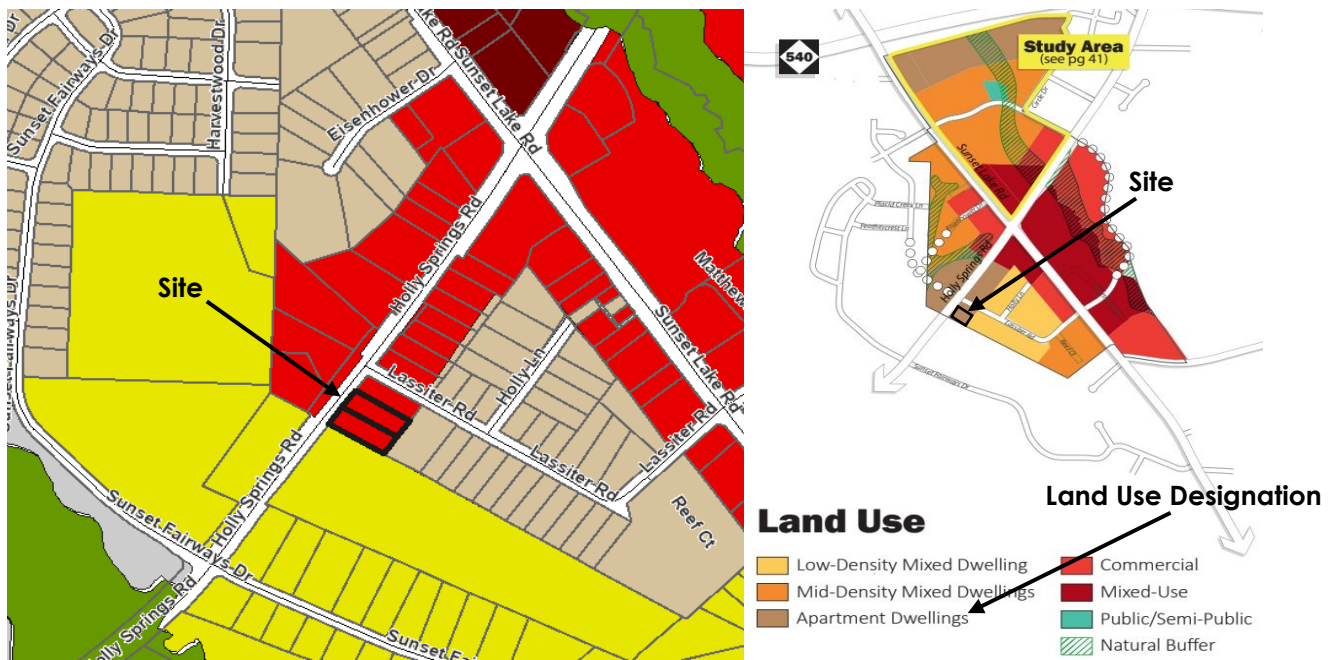
Current Zoning Map



Background Information

Comprehensive Plan Section 1: Land Use & Character:

Current Future Land Use Map and Northeast Gateway Subarea 4 Map



Northeast Gateway Area Plan:

The subject properties are located within Functional Subarea 4 of the Northeast Gateway Master Plan area. Functional Subarea 4 is located in the Southwest portion of the Gateway, including the land area around the intersection of Holly Springs Road and Sunset Lake Road. Much of the area is developed with primarily auto-oriented commercial uses. The plan notes that future development in this Functional Subarea should work to transform the area into a pedestrian-friendly environment, with greater focus on how buildings, rather than parking lots, interact with the public right-of-way.

In terms of desirable use types, the plan notes that the Northeast Gateway as a whole, and specifically Subarea 4, are envisioned to be pedestrian oriented community and regional destinations. Subarea 4, as a whole, is envisioned to include diverse housing types as well as uses that fulfill residents' everyday needs, such as Commercial, Public/Semi-Public, and Open Spaces. Residential uses include Low-Density Mixed Dwelling, Mid-Density Mixed Dwellings, Apartment Dwellings, and Mixed-Uses, where residential units are located on the upper floors. Commercial uses that meet residents' everyday needs include restaurants, grocery stores, pharmacies, and other retail or service uses.

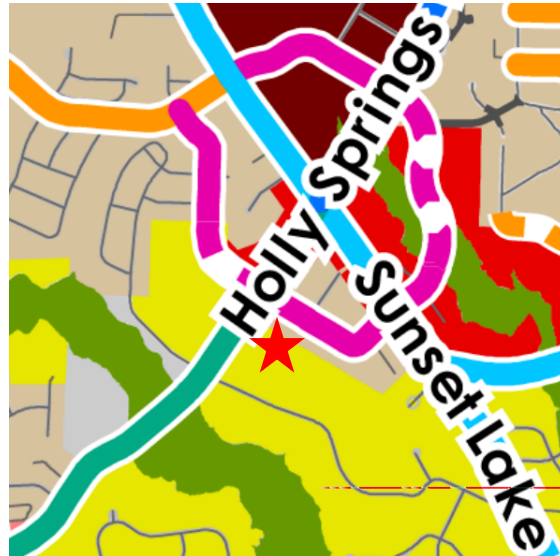
The plan calls for specific development types in the area Southwest of Sunset Lake Road and Holly Springs Road, stating that the Mid-Density Mixed Dwellings Land Use should be supported to the South and West of the intersection. Higher density housing types should be located near the intersection, while lower density housing types should be supported near existing residential neighborhoods on the periphery of the Gateway. Pedestrian walkways should connect the residential portions with mixed-use and commercial areas.

Comprehensive Plan Section 2: Comprehensive Transportation Plan

Holly Springs Road Widening:

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 frontage is

required. However, the frontage widening is being completed as part of a Town funded project.



Traffic Study:

A Traffic Study is required with the proposed Rezoning to analyze the impact of the development on the Town's and NCDOT's transportation facilities and recommend improvements required to mitigate the project impact. All improvements identified during the Traffic Study review process are required to be shown on the subsequent Major Subdivision Plan and/or Development Plans. Improvements are required to be designed and constructed by the developer. A Traffic Study Scoping Meeting is required with the developer's Transportation team, the Town and NCDOT if warranted. The Traffic Study is required to be submitted with the first Rezoning Petition Submittal.

Comprehensive Plan Section 5: Utilities & Infrastructure:

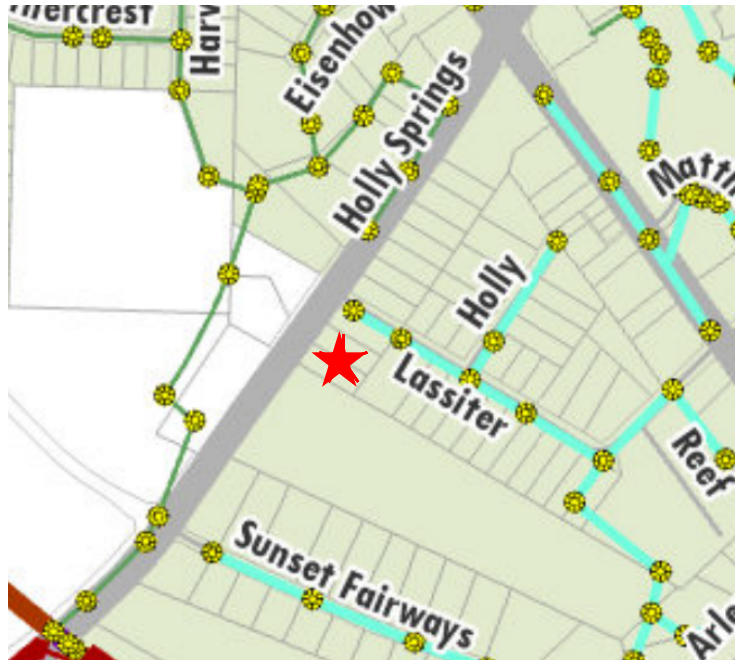
With the development of these properties, public utility connection is required in accordance with the Town's Unified Development Ordinance (UDO) and Engineering Design & Construction Standards (ED&CS) and other governing standards.

Sanitary Sewer:

There is an existing gravity sewer available to the northeast in Lassiter Road, which will require a sanitary sewer main extension to the property. This development will also discharge to the existing Sunset Ridge Pump Station. In addition, a Downstream Sewer Evaluation and Pump Station Capacity Analysis will 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 would be subject to the Water Resource Management Policy and would be considered a Priority Level 2.

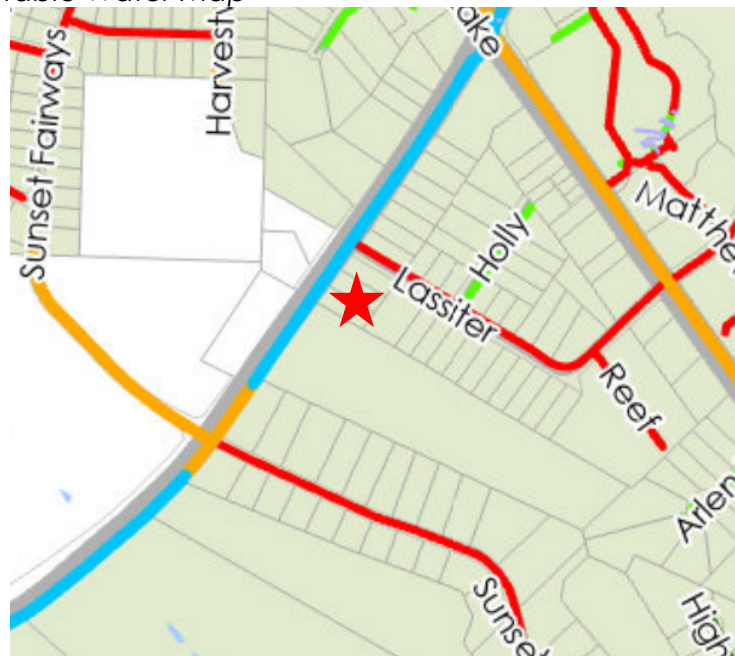
Town's Approved Sanitary Sewer Map:



Potable Water:

There is an existing 16" watermain along the property frontage within Holly Springs Road. A Hydraulic/Fire Flow Evaluation and Report will be required with the Major Subdivision Plan and Development Plans to verify that adequate pressure and fire flow is available.

Town's Approved Potable Water Map



Motion/Action Requested

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

Agenda Item Contact Information				
Agenda item prepared by:	Conor Ryan			
Agenda Item Department Head Approval for Review and TRC Discussion				
	Approved for Distribution			
Staff	Yes	No	Initials	Department Head Comments
Catherine Jacobs	X			
Conor Ryan	X			

LAND USE ADVISORY COMMITTEE Request & Communication Application

DPM Appendix #A.19 Supplement 20 January 2023

PETITION CONTACT INFORMATION *(Attach additional sheets if needed)*

Applicant and Financially Responsible Party will need to register for an account on the CityView Portal.

Project Applicant Check One: ☒ Owner ☐ Owner's Agent ☐ Design Professional ☐ Developer

Name: BHARAT PATEL Company:

Mailing Address: 2106 PILOT MOUNTAIN COURT

City, State Zip: APEX, NORTH CAROLINA 27502

Telephone: 919-210-2474 E-Mail: bharat_1959@yahoo.com

REQUIRED: Property Owner(s) if different from Applicant/Contact

(Attach additional sheets if needed)

Name: BHARAT PATEL Company:

Mailing Address: 2106 PILOT MOUNTAIN COURT

City, State Zip: APEX, NORTH CAROLINA 27502

Telephone: 919-210-2474 E-Mail: bharat_1959@yahoo.com

PROJECT INFORMATION

Project Name			
Project Location <i>Use street address If none, use closes intersection</i>	0 HOLLY SPRINGS ROAD (SOUTH OF INTX HOLLY SPRINGS AND LASSITER)		
	☒ Within Corporate Limits ☐ Within Holly Springs ETJ ☐ Pending Annexation		
PIN(s)	0659 -96-2611		
Project Acreage	0.52		
Current Zoning	SR	Proposed Zoning	NMX
Current Future Land Use Designation	MIXED USE CENTER		
Proposed Future Land Use Designation	MIXED USE CENTER		
Area Plan Designation <i>If applicable</i>	NORTHEAST GATEWAY - SUBAREA 4 APARTMENT DWELLINGS		

PROJECT TYPE *(check all that apply)*

- ☒ Comprehensive Plan Amendment
 - ☐ Text Amendment ☐ Future Land Use Plan Map Amendment
 - ☒ Area/Corridor Plan Map Amendment/Name: NORTHEAST GATEWAY-SUBAREA 4 APARTMENT DWELLINGS
- ☒ Zoning Map Change: General Use District
- ☐ Zoning Map Change: Conditional Zoning District
- ☐ Major Subdivision
- ☒ Development Plan
- ☐ Other:

LAND USE ADVISORY COMMITTEE Request & Communication Application

DPM Appendix #A.19 Supplement 20 January 2023

PETITION CONTACT INFORMATION *(Attach additional sheets if needed)*

Applicant and Financially Responsible Party will need to register for an account on the CityView Portal.

Project Applicant Check One: ☒ Owner ☐ Owner's Agent ☐ Design Professional ☐ Developer

Name: KAALI DASS

Company:

Mailing Address: 113 WHEATSBURG DRIVE

City, State Zip: CARY, NORTH CAROLINA 27513

Telephone: 919-599-6615

E-Mail: dassconnect@gmail.com

REQUIRED: Property Owner(s) if different from Applicant/Contact

(Attach additional sheets if needed)

Name: KAALI DASS

Company:

Mailing Address: 113 WHEATSBURG DRIVE

City, State Zip: CARY, NORTH CAROLINA 27513

Telephone: 919-599-6615

E-Mail: dassconnect@gmail.com

PROJECT INFORMATION

Project Name

Project Location
Use street address
If none, use closes
intersection

0 HOLLY SPRINGS ROAD (SOUTH OF INTX HOLLY SPRINGS AND LASSITER)

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

PIN(s)

0659-96-2669

Project Acreage

0.49

Current Zoning

SR

Proposed Zoning

NMX

Current Future
Land Use Designation

MIXED USE CENTER

Proposed Future
Land Use Designation

MIXED USE CENTER

Area Plan Designation
If applicable

NORTHEAST GATEWAY - SUBAREA 4 APARTMENT DWELLINGS

PROJECT TYPE *(check all that apply)*

☒ Comprehensive Plan Amendment

☐ Text Amendment

☐ Future Land Use Plan Map Amendment

☒ Area/Corridor Plan Map Amendment/Name: NORTHEAST GATEWAY-SUBAREA 4 APARTMENT DWELLINGS

☒ Zoning Map Change: General Use District

☐ Zoning Map Change: Conditional Zoning District

☐ Major Subdivision

☒ Development Plan

☐ Other:



LAND USE ADVISORY COMMITTEE Request & Communication Application

DPM Appendix #A.19 Supplement 20 January 2023

LUAC MEETING REQUEST

LUAC Meeting Date Requested: SEPTEMBER 2023

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.

DISCUSSION TOPICS

What specific topics or questions are you seeking feedback from the LUAC?
(attach additional sheets if needed)

PROPOSE TO REZONE PROPERTY TO NMX AS PER CURENT LAND USE PLAN.
PROPOSE TO DEVELOPE SITE WITH A MIX USE OF COMMERCIAL AT GROUND FLOOR WITH
RESIDENTIAL ABOVE.
SEE ATTACHED PRELIMINARY SKETCH

REQUEST FOR A LUAC MEETING

PROJECT DESCRIPTION STATEMENT

PROPERTIES LOCATED AT:

0 HOLLY SPRINGS ROAD (SOUTH OF INTX. OF HOLLY SPRINGS AND LASSITER ROADS)

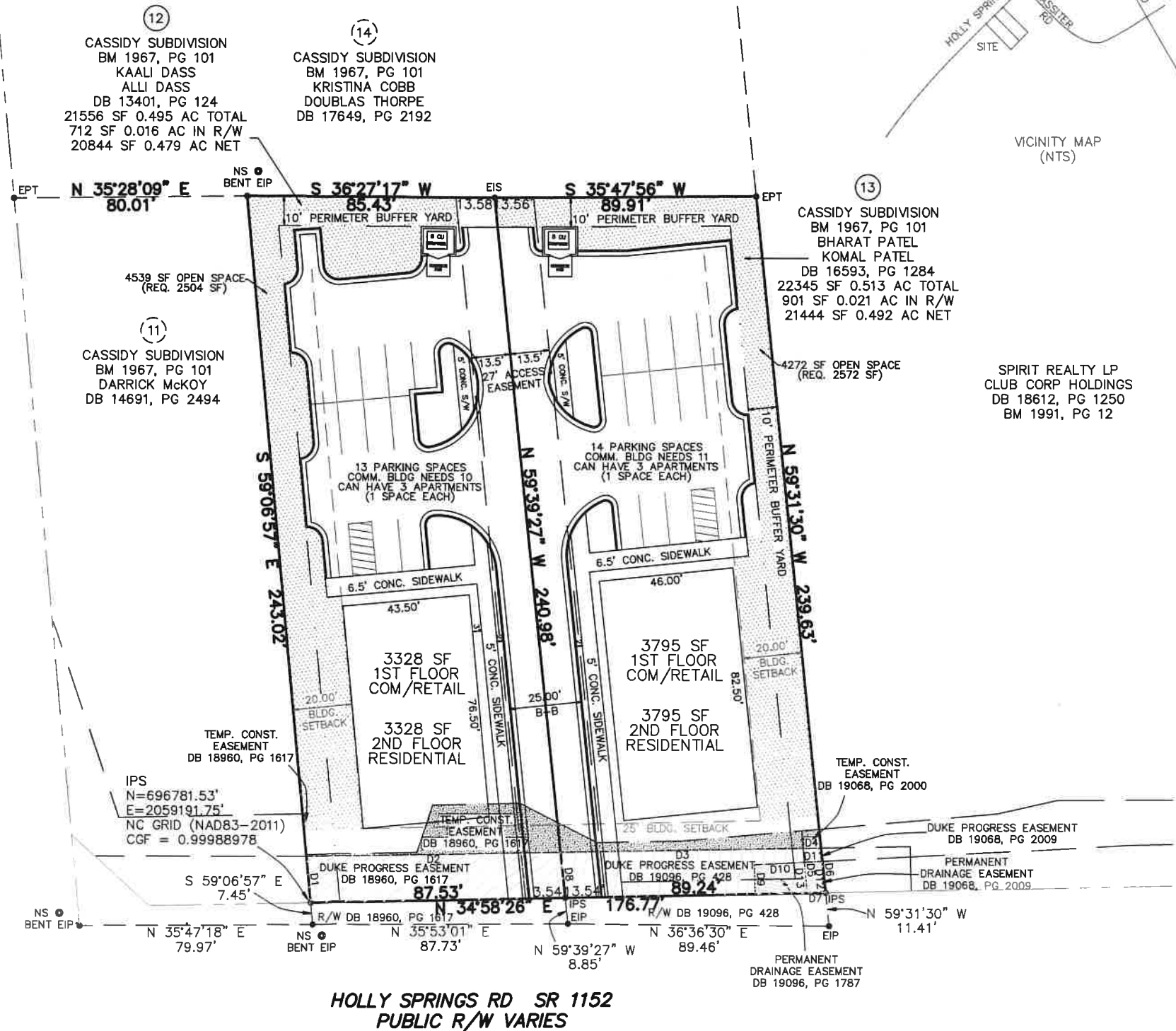
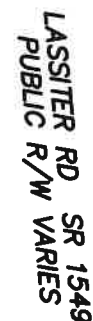
PIN'S: 0659-96-2611 AND 0659-96-2669

DESCRIPTION OF PROPOSED DEVELOPMENT OF SUBJECT PARCELS:

- PROPOSE TO REZONE PROPERTY TO NMX AS PER CURENT LAND USE
- PLAN.PROPOSE TO DEVELOPE SITE WITH A MIX USE OF COMMERCIAL AT GROUND FLOOR WITH RESIDENTIAL ABOVE
- SEE ATTACHED PRELIMINARY SKETCH

LINE	BEARING	DISTANCE
D1	S 59°06'57" E	15.87
D2	S 35°09'15" W	87.40
D3	S 35°08'31" W	83.06
D4	S 35°08'48" W	6.24
D5	N 58°49'54" W	15.35
D6	N 59°31'30" W	15.34
D7	N 34°58'26" E	6.42
D8	N 59°39'27" W	15.61
D9	S 55°01'34" E	10.00
D10	S 33°12'41" W	17.25
D11	S 33°12'41" W	6.28
D12	N 59°31'30" W	10.76
D13	N 58°49'54" W	10.55

REFERENCES
DEED BOOK 13401, PAGE 124
DEED BOOK 16593, PAGE 1284
DEED BOOK 18960, PAGE 1617
DEED BOOK 19068, PAGE 2000
DEED BOOK 19068, PAGE 2006
BOOK OF MAPS 1967, PAGE 101



THOMPSON & ASSOCIATES, PA
CO #C-343
1149 EXECUTIVE CIRCLE
SUITE D, UNIT 2
CARY, NC 27511
919-465-1566



Town of Holly Springs Land Use Advisory Committee

Agenda Cover Sheet

Agenda Item#: 3.b.

Requests & Communications - PB

Title: 420 Green Oaks Parkway Rezoning

Strategic Priority Area:

Staff Resource:

Action(s):

- No official action by the LUAC will be taken other than providing verbal feedback on the proposed Future Land Use Map amendment and Rezoning of subject properties located along and north of Green Oaks Parkway.

Explanation:

- Joni Barnes and Josh Dunbar have requested to meet with the Land Use Advisory Committee to discuss the potential development of 14.82 acres of land located at 420 Green Oaks Parkway (PIN No. 0649120574 and 0649125359).
- The applicant is requesting a rezoning from PUD-Planned Unit Development to MXR-CD Mixed Use Residential - Conditional District. If adopted, the rezoning would change the Future Land Use designation in the Vision Holly Springs Comprehensive Plan from Business and Industrial to Mixed Residential Neighborhood.
- The proposed use consists of incorporating a charter school (Grades 9-12) into an approved development plan.

Background:

- The LUAC provides informal review, technical support, assistance, comment and critique in the assessment of proposed development petitions.

Funding Source(s):

N/A

Attachment(s):

1. Staff Report
2. LUAC Application
3. Development Plan 20-DP-08



Land Use Advisory Committee

Subject Title: 420 Green Oaks Parkway
Meeting Date: December 5, 2023
Presenter: Grayson Taylor, Catherine Jacobs, Development Services
Attachments: LUAC Application, Development Plan 20-DP-08

Topic Highlights/Summary

Joni Barnes with ONB Properties has requested to meet with the Land Use Advisory Committee to discuss the potential for development of a school, flex space, and laboratory space at 420 Green Oaks Parkway. The school use includes a grades 9-12 charter school and classroom space for students that attend in-person learning part-time. The site includes two parcels adjacent to Green Oaks Parkway. The site is designated as Tract E of the Holly Springs Business Park Planned Unit Development.

The applicant has provided a previously approved development plan for industrial flex space with the request which is attached with this agenda item. The plan has not been extensively reviewed by staff to meet Unified Development Ordinance standards required of the proposed uses, and is only provided as a visual aid for feedback from the committee.

Future Land Use Designation: Business & Industrial

Proposed Future Land Use Designation: Mixed Residential Neighborhood

Current Zoning: Planned Unit Development

Proposed Zoning: MXR-CD – Mixed Use Residential Conditional Zoning District

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.

Points of discussion:

- Is the proposal consistent with the Vision Holly Springs Comprehensive Plan?
- Is the proposed use suitable for this location?
- Under what circumstances would the proposed use be supported, if any?

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

- Potential Support for Future Land Use Map change and Rezoning

Project Location Map



Staff Analysis of Proposed Concept

Comprehensive Plan Analysis

The proposed project incorporates some of the key themes from the Comprehensive Plan for Business & Industrial Character Area:

- Proposed Development sensitive to existing natural resources
- Connectivity to adjacent parcels
- Proposed Development includes smaller multi-tenant office, labs, and industrial buildings

Areas where the proposed project is not in alignment with the Comprehensive Plan:

- The proposed concept plan does not meet the description of the current Future Land Use designation of Business & Industrial. This character area does not allow civic uses and is designed to provide opportunities for employment clusters and to concentrate large- and small-scale office/industrial businesses to support and serve one another. A school in the middle of an in-development business park could potentially limit opportunities to cluster businesses.
- The Land Use and Character Plan specifies the Residential Neighborhood and Mixed Residential Neighborhoods as potentially appropriate for Civic Buildings, including schools.

The subject parcels have been designated for Industrial uses dating back to the 1998 Town of Holly Springs Ten-Year Comprehensive Growth Plan, with the intent to increase the Town's availability of industrial land with the construction of NC-55 Bypass, now NC-55. The Industrial future land use designation has carried over through subsequent Comprehensive Plans to today's Business & Industrial Character Area in Vision Holly Springs.

Zoning Analysis

The applicant is requesting consideration of rezoning to a MXR – Mixed Residential Neighborhood Conditional District, which is not consistent with the Business & Industrial Character Area. The Mixed Use Residential zoning district:

- Encourages the creation of highly walkable neighborhoods in proximity to Commercial & Mixed-Use Districts with a range of predominately residential uses including detached and attached dwellings, small-scale apartment dwellings, larger scale apartment dwellings, limited public and institutional uses, and limited commercial uses.
- Is expected to be compact in form and utilize a connected street and open space network.

Mixed Use Residential zoning districts allow for 15 units an acre by right, with flexibility for higher density with an appropriate character area, or incorporation of certain features with the project.

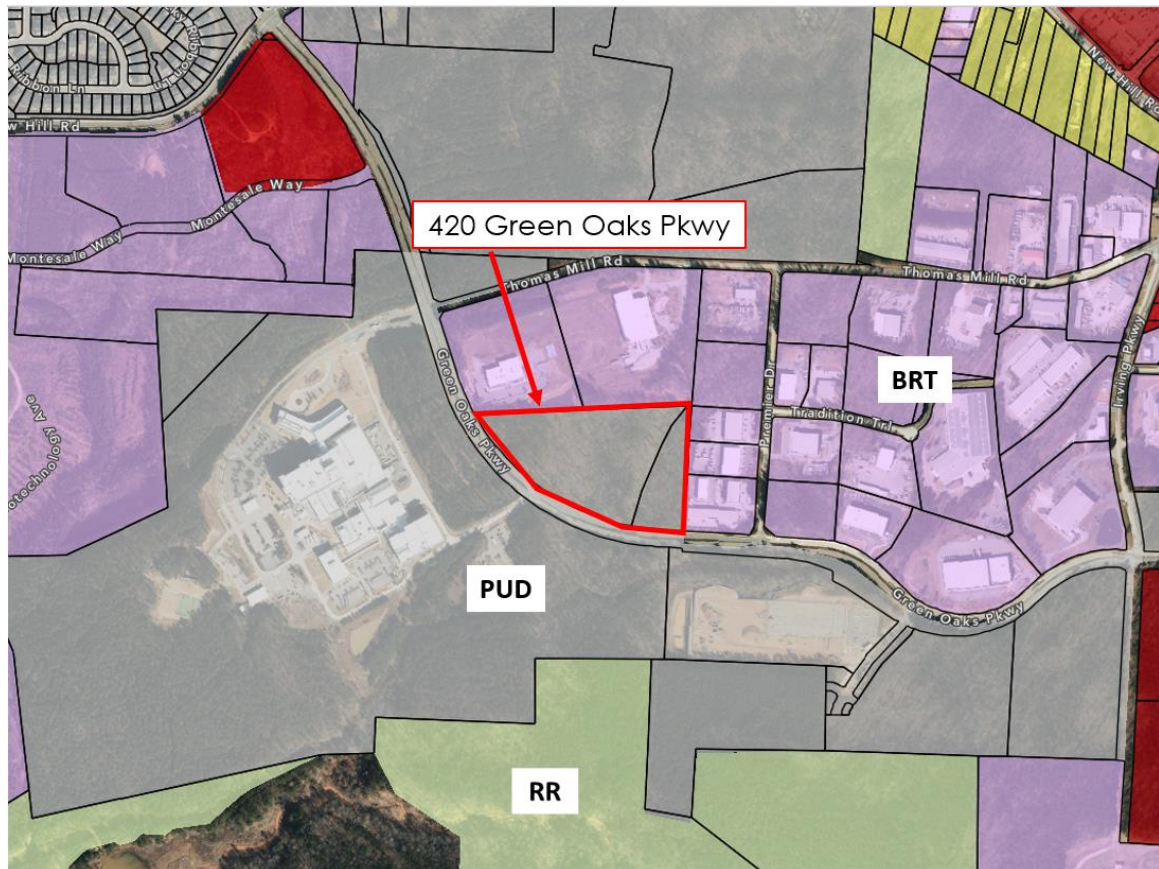
The proposed school use is only allowed via rezoning to a residential use Conditional Zoning district (Suburban Residential, Neighborhood Residential, Neighborhood Center Residential, or Mixed Use Residential). This applies to all public or private schools, and includes charter schools. The intent for schools in residential use districts is to provide safe, multi-modal routes for children and young adults to access their neighborhood school.

The site is currently within the Holly Springs Business Park Planned Unit Development, and has a current zoning designation as Planned Unit Development. The Holly Springs Business Park was approved by Holly Springs Town Council as 01-PUD-03 in 2002, and has had three (3) amendments since. The subject site is identified in the PUD as Tract E, with specified use of Light Industrial. The approved PUD booklet lists offices, public buildings, flex space, manufacturing, distribution centers, and warehousing as available uses within the Light Industrial tracts of the PUD.

The site has also received Development Plan approval by Town Council as 20-DP-08 as Holly Springs Business Park Tract 3. The Plan consists of 91,135 square feet in five buildings, with two separate building types. The Plan was approved under the previous Unified Development Ordinance, and has one associated Special Exception Use and three waivers. The Special Exception Use 20-SEU-05 granted a Research and Laboratory Use with the approved Development Plan, which would allow for the proposed laboratory use with the project. The current applicant as expressed interest in working with this existing development plan to develop the school use.

The site is bordered by developed land within the Business & Research Technology to the north and east, and is across from CSL Seqirus to the south and west. CSL Seqirus is also within the Holly Springs Business Park, across Green Oaks Parkway.

Current Zoning Map

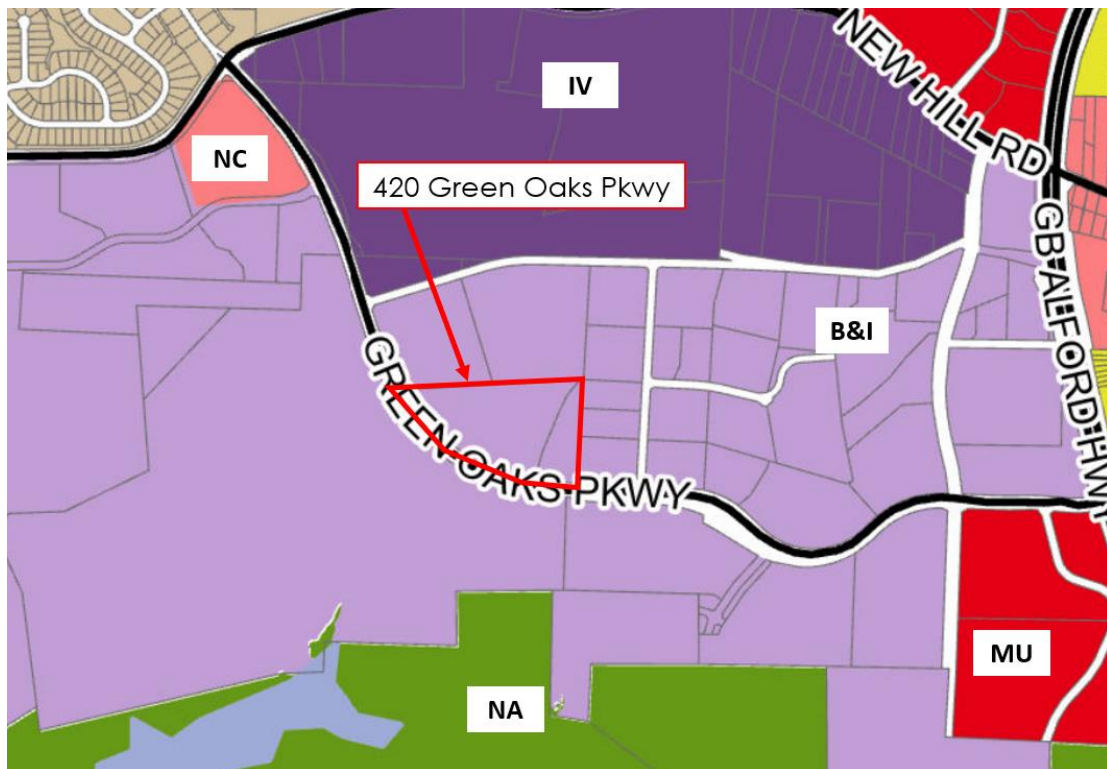


Background Information

Comprehensive Plan Section 1: Land Use & Character Plan

The Future Land Use Map designates the project area as Business & Industrial & Natural Area.

Current Future Land Use Map



Business & Industrial

Business & Industrial Centers provide opportunities to concentrate employment clusters throughout the town. They support both large-scale, single tenant office and industrial buildings and smaller, multi-tenant office and industrial buildings that are clustered and may support and serve one another. Business & Industrial Centers are typically buffered from surrounding development by tree preservation areas or landscaped areas, with the type and size of the buffer a function of the activities being performed on the site.

Characteristics of development of Business & Industrial:

Street & Block Patterns

- Blocks are large, and may not have a discernible block structure due to the scale and access requirements of the tenants.
- Lots may be front- or rear-loaded, depending on use and loading needs.
- Parking is provided off-street in surface parking lots or parking decks at the rear of the lot, and should otherwise be screened from view from the street.

Open Spaces & Natural Resources

- Typically, business and industrial areas do not prioritize the preservation of natural resources, though they may rely on landscape for buffering between incompatible uses.
- Though these areas are not typically designed as walkable, activated centers, they may include formal open spaces such as squares or plazas for the use of employees.
- Low-impact landscape design techniques and sustainable stormwater practices should be incorporated.
- Green roof elements and/or rooftop gardens are encouraged.

Lot Size & Building Placement

- Lot size and building placement varies depending on building scale and use, though buildings should face the street where possible.

Building Types & Massing

- Building types are primarily office and industrial.
- Buildings may be up to 6 stories. Exceptions may be allowed for special manufacturing uses.

Transportation Network

- Streets are auto-oriented, and should have sidewalks providing internal connectivity within development sites and to adjacent uses.

Comprehensive Plan Section 2: Comprehensive Transportation Plan

Traffic Study

A Traffic Study Scoping Form and subsequent Traffic Scoping Meeting will be required by this development. If the proposed anticipated daily or peak hour trips exceed the number of trips previously approved in the original Traffic Study, a revision to the study will be required with this Rezoning to analyze the additional impact of the development to the Town's and NCDOT's transportation facilities. Any additional improvements identified during the Traffic Study revision review process may be required to be shown on the subsequent Major Subdivision Plan and Development Plans. The Traffic Study Revision must be submitted with the first Rezoning Petition Submittal, if warranted by the anticipated trips.

Comprehensive Plan Section 5: Utilities & Infrastructure

Public Utilities:

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

Sanitary Sewer

A Sewer Study Scoping Form and subsequent Sewer Scoping Meeting will be required by this development. If the proposed anticipated daily flow exceeds that which was previously approved in the original Sewer Study, a revision to the study will be required with this Rezoning to analyze the additional impact of the development to the Town's sanitary sewer infrastructure. Any additional improvements identified during the Sewer Study revision review process may be required to be shown on the subsequent Major Subdivision Plan and

Development Plans. The Sewer Study Revision must be submitted with the first Rezoning Petition Submittal, if warranted by the anticipated flow.

Any additional anticipated sewer flow required for this development will also be subject to the Town's Water Resource Management Policy. Per the Policy, this development will be considered as non-residential and is located within 1000' of existing public utilities. Due to the need for rezoning, this development is considered Priority Level 2. This means the development can be considered by Town Council for allocation with commitment to two allocation elements, as outlined within the policy.

Town's Approved Sanitary Sewer Map:



Potable Water

A revision to the previously approved Fire Flow Analysis will be required with the Major Subdivision Plan and/or Development Plan to verify adequate pressure continues to be available.

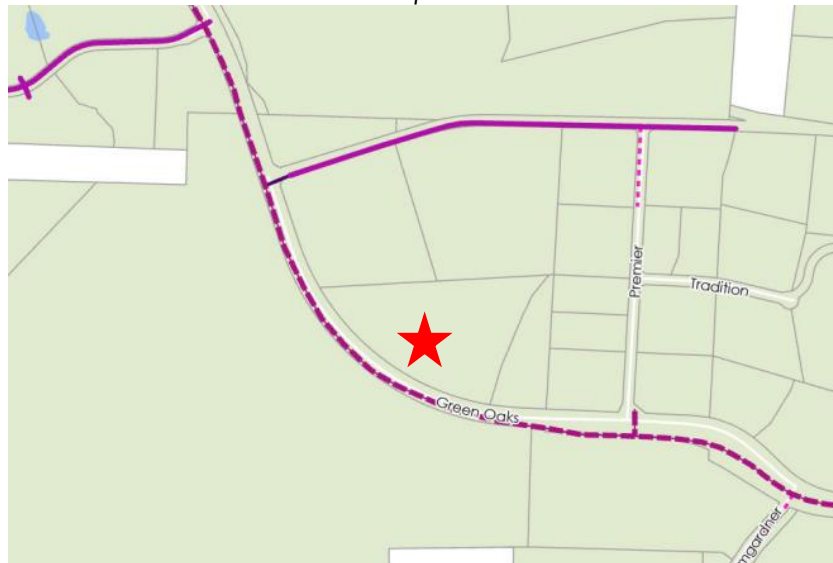
Town's Approved Potable Water Map



Reclaimed Water

This development is within the Water Reclamation Service Area. No revisions to the previously approved Hydraulic Water Model are expected with this revision.

Reclaimed Water Distribution Service Area Map



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:	Grayson Taylor	

Agenda Item Department Head Approval for Review and TRC Discussion				
	Approved for Distribution			
Staff	Yes	No	Initials	Department Head Comments
Catherine Jacobs				
Grayson Taylor				

For Department Use Only:
LUAC Discussion/Action

General Information

Following a General Inquiry or Sketch Plan Review (pre-submittal) meeting with Staff, if it is determined that a petition for a Rezoning, Comprehensive Plan Amendment, UDO Text Amendment, Development Plan or Major Subdivision Plan will be requested, or if the proposed project is not in conformance with the Town's Comprehensive Plan, staff may recommend that the Petitioner meet with the Land Use Advisory Committee (LUAC) prior to filing a development petition.

To be placed on the next available LUAC agenda, submit a LUAC Request & Communication Application and any supporting documentation to Development Services by the first Friday of any month to be considered for the next available LUAC meeting. LUAC meeting agendas will have a maximum of two (2) items for Requests & Communications. Items will be scheduled in the order that applications are submitted. An application requesting for a project to be placed on an additional agenda cannot be submitted until the Monday after the item was reviewed by the LUAC.

- Visit www.hollyspringsnc.us/2170/Development-Services for a current fee schedule.
- **Land Use Advisory Committee Meetings are held as needed on the first Tuesday of each month at 3 pm.**

Submittal Requirements

All items listed are required for a complete submittal. Incomplete submittals will be rejected and delay the process.

Submit the following items via the CityView Portal by NOON before the first Friday of the month; choose Apply for a Planning & Zoning Review:

- Application Form
- Project Description Statement, or for projects previously presented to the LUAC, a description of changes made to the proposal since the last LUAC meeting.
- One complete set of PDF plans

Once your submittal is deemed complete and accepted, staff will send you a confirmation and advise that submittal fees (if applicable) are available for payment in the CityView Portal.

For questions about your submittal, please reach out to dsintake@hollyspringsnc.gov

LAND USE ADVISORY COMMITTEE Request & Communication Application

DPM Appendix #A.19 Supplement 20 January 2023

PETITION CONTACT INFORMATION *(Attach additional sheets if needed)*

Applicant and Financially Responsible Party will need to register for an account on the CityView Portal.

Project Applicant Check One: ☐ Owner ☐ Owner's Agent ☐ Design Professional ☐ Developer

Name: _____ Company: _____

Mailing Address: _____

City, State Zip: _____

Telephone: _____ E-Mail: _____

REQUIRED: Property Owner(s) if different from Applicant/Contact

(Attach additional sheets if needed)

Name: _____ Company: _____

Mailing Address: _____

City, State Zip: _____

Telephone: _____ E-Mail: _____

PROJECT INFORMATION

Project Name _____

Project Location
*Use street address
If none, use closes
intersection*

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

PIN(s) _____

Project Acreage _____

Current Zoning _____ Proposed Zoning _____

Current Future
Land Use Designation _____

Proposed Future
Land Use Designation _____

Area Plan Designation
If applicable _____

PROJECT TYPE *(check all that apply)*

- ☐ Comprehensive Plan Amendment
 - ☐ 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: _____

LAND USE ADVISORY COMMITTEE Request & Communication Application

DPM Appendix #A.19 Supplement 20 January 2023

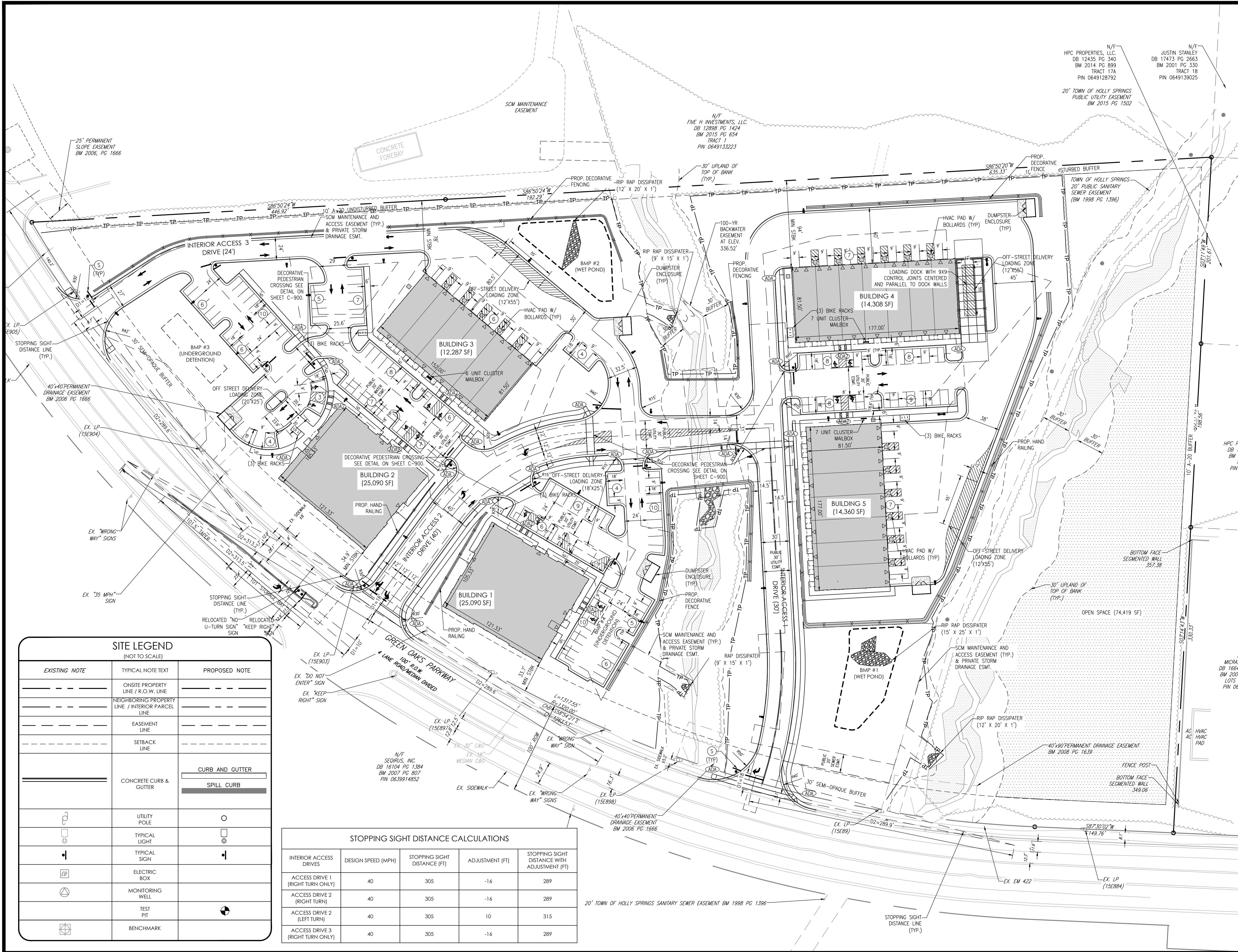
LUAC MEETING REQUEST

LUAC Meeting Date Requested:

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.

DISCUSSION TOPICS

What specific topics or questions are you seeking feedback from the LUAC?
(attach additional sheets if needed)



SITE PLAN NOTES

1. REFER TO GENERAL NOTES ON SHEET C-100.
2. SETBACKS ARE SHOWN IN ACCORDANCE WITH THE APPROVED HOLLY SPRINGS BUSINESS PARK PUD STANDARDS.
3. UTILITY AND PIPELINE EASEMENTS SHALL BE RECORDED AS PART OF THE SUBDIVISION PLAT AFTER CONSTRUCTION IS COMPLETED.
4. TREES SHALL NOT BE PLANTED IN ANY TOWN OF HOLLY SPRINGS SANITARY SEWER EASEMENTS.
5. BUFFER AND YARD WIDTHS ARE PER THE APPROVED HOLLY SPRINGS BUSINESS PARK PUD. FUTURE MAINTENANCE SHALL BE RESPONSIBILITY OF THE DEVELOPER.
6. CONTRACTOR TO REFER TO APPROVED ARCHITECTURAL FLOOR PLAN FOR DESIGN OF FRONT ENTRANCE, SIDEWALK TO CONNECT TO FRONT ENTRANCE DOOR, EXTEND WIDTH OF ENTRANCE PAVEMENT FROM MULLION TO MULLION.

PAVEMENT MARKING & SIGNAGE NOTES

1. ALL PAVEMENT MARKINGS AND STREET SIGNAGE SHALL BE IN ACCORDANCE WITH THE MUTCD, 2009 EDITION.
2. PAVEMENT MARKINGS IN PUBLIC RIGHT OF WAY SHALL BE THERMOPLASTIC AND SHALL COMPLY WITH TOWN OF HOLLY SPRINGS STANDARDS AND SPECIFICATIONS.
3. SIGNS MUST USE PRISMATIC SHEETING AND MEET THE MINIMUM RETRO-REFLECTIVITY LEVELS SHOWN IN THE LATEST EDITION OF THE MUTCD. SIGNS PROVIDED FOR PEDESTRIAN CROSSINGS SHALL USE THE STRONG YELLOW-GREEN COLORING.
4. ALL SPECIALTY TRAFFIC CONTROL AND STREET NAME SIGNS AND POSTS MUST COMPLY WITH TOWN OF HOLLY SPRINGS STANDARDS AND SPECIFICATIONS. REQUESTS FOR SPECIALTY SIGNS SHALL BE SUBMITTED TO AND APPROVED BY THE TOWN PRIOR TO INSTALLATION AND ACCEPTANCE OF MAINTENANCE FOR THE CERTIFICATE OF OCCUPANCY.

SITE DATA

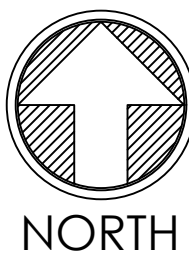
EXISTING PARCEL ACREAGE	14.82
PARCEL IDENTIFICATION NUMBER	0649121571
REAL ESTATE IDENTIFICATION NUMBER	0347152
PARCEL ADDRESS	420 GREEN OAKS PKWY, HOLLY SPRINGS NC
EXISTING USE	VACANT
PROPOSED USE	FLEX SPACE & LABORATORY
ZONING	PUD - LIGHT INDUSTRIAL
APPROVED PLANNED UNIT DEVELOPMENT	HOLLY SPRING BUSINESS PARK PUD 01-PUD-03-A03 DATED: OCTOBER 1, 2002
SETBACKS (FROM PUD)	
FRONT (GREEN OAKS PARKWAY)	30'
REAR	10'
SIDE	10'
MAXIMUM BUILDING HEIGHT	75' (NO PORTION OF ANY BUILDING LOCATED WITHIN THE FIRST 50' FROM A FRONT LINE SHALL BE IN EXCESS OF 45')
ACCESSORY BUILDING	45'
REQUIRED OPEN SPACE	10% MIN. (1.48 AC)
PROPOSED OPEN SPACE	11.53% (1.71 AC)
PARKING REQUIREMENTS	
BUILDING 1 (25,090 TOTAL - 25,090 SF LABORATORY)	
REQUIRED PARKING	50 SPACES (2/1000SF LABORATORY)
MAXIMUM ALLOWANCE	55 SPACES (50 SPACES * 1.10)
PROPOSED PARKING	50 SPACES (3 HC SPACES REQ'D., 3 PROVIDED)
BUILDING 2 (25,090 TOTAL - 25,090 SF LABORATORY)	
REQUIRED PARKING	50 SPACES (2/1000SF LABORATORY)
MAXIMUM ALLOWANCE	55 SPACES (50 SPACES * 1.10)
PROPOSED PARKING	55 SPACES (3 HC SPACES REQ'D., 4 PROVIDED)
BUILDING 3 (12,287 TOTAL - 3,682 SF OFFICE / 8,605 SF WAREHOUSE)	
REQUIRED PARKING	16 SPACES (1/3000SF WAREHOUSE, 3.5/1000SF OFFICE)
MAXIMUM ALLOWANCE	17 SPACES (16 SPACES * 1.10)
PROPOSED PARKING	24 SPACES (2 ADA SPACES REQ'D., 2 PROVIDED)
BUILDING 4 (14,308 TOTAL - 4,289 SF OFFICE / 10,019 SF WAREHOUSE)	
REQUIRED PARKING	19 SPACES (1/3000SF WAREHOUSE, 3.5/1000SF OFFICE)
MAXIMUM ALLOWANCE	20 SPACES (19 SPACES * 1.10)
PROPOSED PARKING	23 SPACES (2 ADA SPACES REQ'D., 2 PROVIDED)
BUILDING 5 (14,360 TOTAL - 4,289 SF OFFICE / 10,071 SF WAREHOUSE)	
REQUIRED PARKING	19 SPACES (1/3000SF WAREHOUSE, 3.5/1000SF OFFICE)
MAXIMUM ALLOWANCE	20 SPACES (19 SPACES * 1.10)
PROPOSED PARKING	24 SPACES (2 ADA SPACES REQ'D., 2 PROVIDED)
BICYCLE PARKING	ONE BICYCLE RACK PROVIDED FOR EA. BLDG. (5 TOTAL) (ONE RACK REQ'D. PER BUILDING PER UDO)
SEWER FLOW	LABORATORY - 25 GAL/PERSON X 192 EMPLOYEES = 4,800 GPD FLEX SPACE - 100 GAL/BAY X 17 BAYS = 1,700 GPD OFFICE FLEX SPACE - 25 GAL/PERSON X 52 EMPLOYEES = 1,300 GPD
DATUM	HORIZONTAL DATUM: NAD83 VERTICAL DATUM: NAVD88

BUILDING TABLE

BUILDING	GROSS FLOOR AREA	PROPOSED USE	BUILDING PLAN	HVAC LOCATION
1	25,090 SF	OFFICE / LABORATORY	TYPE 3 (SEE SHEET A.103)	ROOF
2	25,090 SF	OFFICE / LABORATORY	TYPE 3 (SEE SHEET A.103)	ROOF
3	12,287 SF	FLEX SPACE	TYPE 2 (SEE SHEET A.102)	EXTERIOR
4	14,308 SF	FLEX SPACE	TYPE 1 (SEE SHEET A.101)	EXTERIOR
5	14,360 SF	FLEX SPACE	TYPE 1 (SEE SHEET A.101)	EXTERIOR

SIGNAGE AND MARKING LEGEND

SYMBOL	SIGN / MARKING	SPEC.	DETAILS
S	STOP SIGN AND 2" THICK WHITE STOP BAR	R1-1	30" x 30"
ADA	RAMP	TYPE 1	HS 331 (SEE C-900)
ADA2	RAMP	TYPE 2	SEE C-900



ALL CONSTRUCTION MUST BE PERFORMED IN ACCORDANCE WITH CURRENT TOWN OF HOLLY SPRINGS STANDARDS, SPECIFICATIONS AND DETAILS IN PLACE AT TIME OF PLAN APPROVAL



underfoot
ENGINEERING
1149 EXECUTIVE CIRCLE
CARY, NC 27511
P: 919.576.9733
NCBELS # C-3847

HOLLY SPRINGS
BUSINESS PARK TRACT 3
CONSTRUCTION DRAWINGS
HOLLY SPRINGS, NC

SITE PLAN LAYOUT

REVISION:	DRAWN BY:	CHECKED BY:	DATE:
1	JT	MAR	2021.10.21
2 - PLAN REVISION	MAR	MAR	2022.01.20



KNOW WHAT'S BELOW
ALWAYS CALL 811
BEFORE YOU DIG
It's fast. It's free. It's the law.

FOR REVIEW
AND APPROVAL
SEALED BY:

C-200