



Agenda

1. Call to Order

2. Roll Call

3. Pledge of Allegiance

4. Invocation

5. Agenda Adjustment

6. Minutes

- a. November 28, 2023 Minutes

7. Town Council Meeting Representative

8. Public Comment Notes on the Comment Period -Each speaker may speak up to 3 minutes, and the total comment period will be 15 minutes or less. Citizens should sign up with the Town Clerk to speak prior to the start of the meeting. Although the Council is interested in hearing your concerns, speakers should not expect Council action or deliberation on subject matter brought up during the Public Comment segment. Topics requiring further investigation will be referred to the appropriate town officials or staff and may be scheduled for a future agenda. Thank you for your consideration of the Town Council, staff, and other speakers.

9. Comprehensive Plan Amendments

- a. Honeycutt/Wade Nash Road Comprehensive Plan Amendment 23-CPA-02

10. Other Business

- a. Town Council Official Action Overview
- b. Committee Reports
- c. Development Services Report
- d. Other Business

11. 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
PLANNING BOARD MEETING MINUTES
Tuesday, November 28, 2023 - 7:00 p.m.

Agenda Item #1, 2, 3 & 4:

The Planning Board of the Town of Holly Springs met for their regularly scheduled meeting on **November 28, 2023**. At 7:00 p.m. after determining a quorum was present, Chair Deshazor called the meeting to order.

Staff Members Present: Aaron Prichard, Senior Planner Long Range
 Chris Hills, Director of Development Services
 Nikki St. Pierre, Board Clerk

The Board completed roll call.

Members Present: Chris Deshazor, Chair
 Rick Madoni, Vice-Chair
 Ernie Carpico
 Joanna Holder
 Thomas Urquhart
 Van Crandall
 Josh Prizer
 Roger Bess
 Courtney Patterson

Members Absent: none

The Board recited the pledge of Allegiance and the meeting opened with an invocation by Mr. Carpico

Agenda Item #5: Agenda Adjustment

There was no agenda adjustment.

Agenda Item #6: Minutes

a. *October 24, 2023 Minutes*

Motion:

Motion to approve the October 24, 2023 Minutes.

Motion by: Mr. Madoni

Second by: Mr. Carpico

Action: The Planning Board vote in favor of the motion (9-0)

Agenda Item #7: Town Council Representative

- a. Planning Board Representation for Town Council
 - December 5 – Ms. Holder (*Mr. Madoni will be backup*)
 - December 19 – Mr. Bess

Town of Holly Springs
PLANNING BOARD MEETING MINUTES
Tuesday, November 28, 2023 - 7:00 p.m.

Agenda Item #8: Public Comment Period

Mr. Peter Hewitt
425 Brightling Way
Holly Springs NC 27540

Request to consider within Holly Springs and the Downtown Area Plan:

- Public Wi-Fi be easily identifiable throughout Holly Springs;
- Public Wi-Fi be enhanced and readily available (i.e. adding more hotspots etc.)

Agenda Item #9: Development Plans

a. Downtown Area Plan 23-CPA-06

Mr. Prichard presented to the Board

The Board requested Mr. Prichard discuss parking options for the Downtown Area Plan.

Mr. Prichard described a downtown parking district is recommended that will be regulated by the town, ultimately the creation of parking garages.

The Board asked for clarification on a 'ghost kitchen' concept.

Mr. Prichard explains a "ghost kitchen" will essentially be suited with equipment and available for rent for community events etc.

The Board discussed public conversations re 'Social Districts' (i.e. open container)

Mr. Madoni and the Board make note that there are so many big projects on the horizon and suggest Council request a list of Projects and list them in order of priority.

The Board asked what is the answer for 'Traffic Calming'?

Mr. Prichard gave examples of narrowing the travel lanes, bringing them closer to the center of the right of way creating its own traffic calming and avoiding the installation of speed bumps. Recommendations are to remove the center turn lane as well as increase street parking

Mr. Deshazor asked if there is designated space for food trucks.

Mr. Prichard confirmed by showing a rendering of space for food trucks in the Public Market area and social district space.

Mr. Hills added to Mr. Deshazor's comment to 'Social Districts' confirming there was some receptiveness to it from the advisory committee and stake holders and some of the comments received was to ensure we do not lose the Family-Friendliness for the Social District.

Mr. Hills explains 'Social District' concept to the Board.

Motion:

Motion to recommend **approval** of Comprehensive Plan Amendment 23-CPA-06 to adopt the Downtown Area Plan (2023) as Appendix E of Vision Holly Springs Section 1: Land Use & Character Plan.

Motion by: Ms. Holder

Second by: Mr. Urquhart

Action: The Planning Board voted in favor of the motion (9-0).

Town of Holly Springs
PLANNING BOARD MEETING MINUTES
Tuesday, November 28, 2023 - 7:00 p.m.

Supplemental Motion:

Motion to **include** expanded public wi-fi into the Downtown District Plan within the implementation portion of the plan.

Motion by: Mr. Crandall

Second by: Mr. Bess

Action: The Planning Board voted in favor of the motion (9-0).

Agenda Item #10: Other Business

New Business:

Mr. Crandall shared his recent research on roundabout use for safety and traffic flow within growing cities (handouts provided). His findings from ChatGPT show roundabouts are Safer, reduce conflict points, slow speeds, reduce 'red-light running', and improve pedestrian safety.

Motion for Planning Board to recommend Town Council review the Town traffic policy to prioritize roundabouts in the UDO.

Motion by: Mr. Crandall

Second by: Mr. Prizer

Action: WITHDRAWN by Mr. Crandall

Planning Board discussed that while research is important, Town and Traffic Engineers already take roundabouts into consideration.

Mr. Hills explained to the Board, Staff's prospective and preference of roundabouts.

Mr. Hills offered that the Development Services Staff would present supplemental information pertaining to roundabouts at the December 13th Planning Board meeting.

Mr. Crandall proposed a motion:

Motion for Staff to describe the policies contrasting roundabouts versus traditional intersection improvement as specified in the UDO.

Motion by: Mr. Crandall

Second by: none

Action: motion fails due to not being seconded.

a. Town Council Official Action Overview

- Approval of several cases
- December is quieter

b. Committee Reports

- LUAC – Nov 7 recap
 - Proposal of Realignment of Honeycutt and Wade Nash*
 - *Amendment to the CTP is scheduled for PB 12/13/23*
- TAC – Ms. Holder attended October meeting
 - Tree Lighting at Sugg Farm will be 12/6/23 at 300pm – 500pm*
- Downtown Village District – (Van Crandall & Josh Prizer)

c. Development Services Report

- Congratulations to Mr. Deshazor. Mr. Deshazor will not attend December 13th Planning Board. Mr. Madoni will sit-in as Chair until a new chair is appointed

Town of Holly Springs
PLANNING BOARD MEETING MINUTES
Tuesday, November 28, 2023 - 7:00 p.m.

d. Other Business

With the resignation of Chair position by Chris Deshazor, the Planning Board discussed the Election of Chair and Vice Chair:

Motion to elect Mr. Madoni as Chair and Mr. Urquhart as Vice Chair as of December 13, 2023 Planning Board meeting.

Motion by: Mr. Carpico

Second by: Mr. Prizer

Action: The Planning Board votes in favor of the Motion (8-1).

Mr. Crandall dissented, noting that he would like to review Roberts Rules of Order.

- Terms set to expire. Applications must be submitted by 12/4/23. Those terms set to expire are Rick Madoni, Joanna Holder and Courtney Patterson.
- Planning Board meeting is scheduled for December 13, 2023

Agenda Item #11: Adjournment

Motion:

Motion to adjourn.

Motion by: Mr. Carpico

Second by: Mr. Prizer

Action: The Planning Board voted in favor of the Motion (9-0)

Time: 8:45pm

Nikki St. Pierre
Planning Board Clerk



Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 9.a.

Public Hearings

Title: Honeycutt/Wade Nash Road Comprehensive Plan Amendment 23-CPA-02

Strategic Priority Area:

Staff Resource:

Action(s):

- Motion that the Planning Board recommends the Town Council approve/deny Comprehensive Plan Amendment 23-CPA-02.

Explanation:

- A resident has submitted a request to modify the recommended improvements shown in the Comprehensive Transportation Plan for the intersection of Honeycutt Road, Wade Nash Road, and Piney Grove Wilbon Road.
- The applicant's traffic engineer analyzed three scenarios for improvements at the intersection.
- The applicant's preferred scenario is an offset T-intersection (Scenario 2 in Staff Report).
- Staff recommends the request be denied.

Background:

- The established goal to realign Honeycutt Road with Wade Nash Road can be found in transportation plans for Holly Springs dating back to the 2001 Thoroughfare Plan and has remained a goal as the plan has been regularly updated.
- In 2019, the Capital Area Metropolitan Planning Organization (CAMPO) completed the Southwest Area Study (SWAS), which analyzed these intersections as a hot spot study. The recommended improvement was a realigned intersection to create one continuous street corridor.
- The recommendation from SWAS was incorporated into Vision Holly Springs Comprehensive Plan Section 2: Comprehensive Transportation Plan in 2022.

Funding Source(s):

N/A

Attachment(s):

1. 23CPA02_HoneycuttWadeNash_StaffReport
2. 23CPA02_Application



Project Type: Comprehensive Plan Amendment

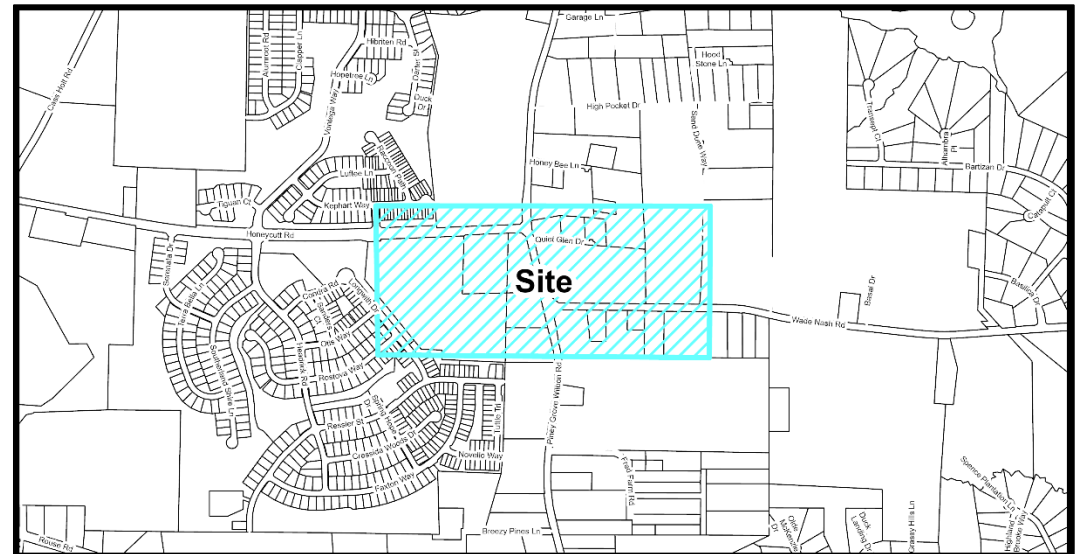
Applicant / Petitioner:

Bryan Keith Henshaw, et al.
(see petition)

Property Address:

Intersections of Honeycutt Road and Wade Nash Road with Piney Grove Wilbon Road.

Property Area: N/A



Located in: ☐ Holly Springs Corporate Limits ☒ Holly Springs ETJ ☐ Annexation Pending

Project Summary:

A request initiated by a resident to modify the recommended improvements at the intersection of Honeycutt Road and Wade Nash Road with Piney Grove Wilbon Road in Section 2 of Vision Holly Springs Comprehensive Plan: Comprehensive Transportation Plan.

Requested Action:

Advisory Decision: The Planning Board will review the petition and make a recommendation to the Town Council to approve or deny the requested Comprehensive Plan Amendment petition.

Table of Contents:

Case Summary	Page 2
Land Use & Character Information	Page 3
Comprehensive Transportation Plan Information	Page 4
Parks, Recreation & Greenways Information	Page 7
Community Facilities Information	Page 8
Utility & Infrastructure Information	Page 9
Natural Resources Information	Page 10
Decision-Making Information	Page 11



Case Summary

A request to modify the recommended improvements at the intersection of Honeycutt Road and Wade Nash Road with Piney Grove Wilbon Road in Section 2 of Vision Holly Springs Comprehensive Plan: Comprehensive Transportation Plan.

The applicant analyzed three scenarios and is proposing a change from the proposed continuous intersection shown on the adopted Comprehensive Transportation Plan to an offset T-intersection.



Aerial Photograph

Growth Strategy Map:

Places to Enhance Places to Transform

Future Land Use Plan Designation:

Mixed Residential Neighborhood
Neighborhood Center

Small Area Plan Designation:

N/A

Staff Analysis:

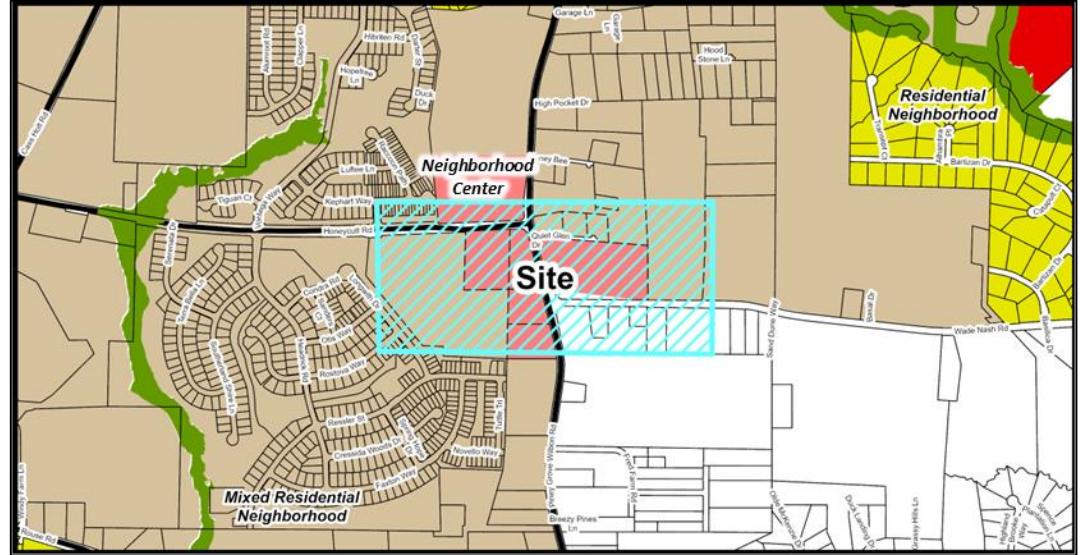
Staff has considered the traffic operations, pedestrian mobility and maintenance of the three scenarios and has compared the impact of two adjacent signals versus one signal along the Piney Grove Wilbon corridor. It is common practice for transportation departments across the country to seek to eliminate offset T-intersections prior to an area being fully developed, whenever possible. Staff believes and recommends Scenario 3 - Adopted CTP Alignment is the locally preferred scenario since it is the more standard and smoother roadway and pedestrian corridor for both north/south and east/west travelers in this part of Town. Additionally, it facilitates the Town's overarching transportation goal of providing an alternate route to NC 55 and relief to the Avent Ferry Road corridor.

Staff Recommendation: ☐ Approve ☒ Deny



Land Use & Character Information

Growth Strategy Map:	Places to Enhance Places to Transform
Future Land Use:	Mixed Residential Neighborhood Neighborhood Center
Small Area Plan:	N/A



Future Land Use Map

Future Land Use Staff Analysis:

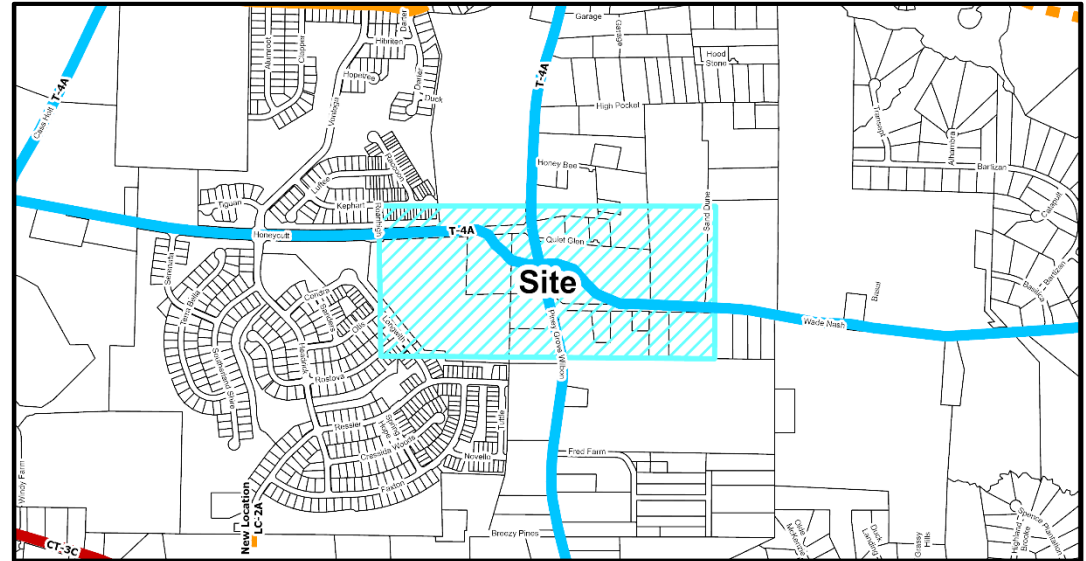
The requested Comprehensive Plan Amendment does not substantially impact the Future Land Use of the surrounding properties.

There is one surveyed historic resource in the vicinity known as Holland House at 1100 Piney Grove-Wilbon Road. Results from a site visit in August 2022, indicate the c. 1900- 1915 Holland House is a unique example of a Colonial Revival Craftsman rural farm house with a distinctive design in southern Wake County. The house is a prime candidate to be designated as a local historic landmark by the Wake County Historic Preservation Commission and retains roughly 85% of its historic architectural elements and has experienced very few negative changes since its construction. None of the scenarios studied showed impacts to the historic structure.



Comprehensive Transportation Plan

Road Widening along Project Frontage	☐ Required	☒ Not Required
New Location Roadways	☐ Required	☒ Not Required
Hotspot/Safety Study Location	☐ Yes	☒ No



Transportation Map

Comprehensive Transportation Plan (CTP) Summary

Due to continued growth in southern Holly Springs, additional transportation options are needed to improve connectivity, capacity and safety. Both widening of existing roadways and the construction of new location roadways are necessary in order to achieve the Town's goals. An east / west connection from Avent Ferry Road to NC 55, when completed with other network improvements, will provide substantial network connectivity and traffic congestion relief to the growing southern planning area of Holly Springs.

The Honeycutt Road and Wade Nash Road realignment is an important roadway improvement that is identified in the Town's CTP and remains the Town's preferred alternative for improving transportation along the corridor. Piney Grove Wilbon Road experiences heavy congestion during peak travel times and the two, closely spaced, intersections of Honeycutt Road and Wade Nash Road operate poorly due to the high traffic volumes traveling on Piney Grove Wilbon Road.

The Capital Area Metropolitan Planning Organization initiated the Southwest Area Study (SWAS) in 2019. The purpose of the 2019 study was to provide an update to a previous study since the regional transportation needs and demands of southwestern Wake County and northern Harnett County had grown significantly. As described in the study, Honeycutt Road is a much-needed east – west oriented road that extends more than three miles from the east at NC 55 at Hilltop Needmore Road Extension just north of Wade Nash Road to Cass Holt Road on the west. At Piney Grove Wilbon Road the offset intersections are proposed to be realigned to create one continuous street corridor.



The CTP is a long-range planning document that communicates high level goals and policy options and is not intended to represent a literal roadway alignment or specific roadway design. The exact location of improvements is determined once funding is allocated to a project or as private development occurs along the roadway corridor. As such, staff is charged with working with the development community to determine final locations, alignments and constructability for these roadways in order to incorporate these future improvements into development projects when appropriate.

Traffic Study Summary

Staff suggested the applicant prepare a traffic study to accompany the Comprehensive Plan Amendment to determine the viability and constructability of the 3 different scenarios with a study year of 2050.

- Scenario 1 analyzed the northern realignment of the Honeycutt Road and Wade Nash combined intersection.
- Scenario 2 analyzed the Honeycutt Road and Wade Nash Road intersections with Piney Grove Wilbon Road as two offset T-intersections with the Honeycutt Road intersection shifted further north.
- Scenario 3 analyzed the realignment of the Honeycutt Road and Wade Nash Road combined intersection as it is shown on the adopted CTP.

Review of the traffic study was conducted by an independent third-party reviewer.

The applicant recommends Scenario 2.

Transportation Staff Analysis:

A summary of the analysis is below:

Scenario 1 – Northern Realignment:

- Requires the largest amount of right-of-way acquisition.
- Avoids a large amount of wetlands but is the longest alignment between Points A and B and would result in the largest increase in impervious surface.
- Requires the intersection to be skewed and would likely result in longer pedestrian crossing lengths and unsafe turning movements.
- Is expected to provide an overall acceptable level of service.
- Is expected to have less total overall delay for the minor streets (east/west) than scenario 2.
- No issues are expected due to topography, traffic management, utilities, or environmental impacts.

This scenario is not recommended by staff.



Scenario 2 – Offset T-Intersections:

- Requires right-of-way acquisition.
- Minimal wetland impacts are expected.
- Offset T-intersections have higher turning traffic volumes at the minor streets, which leads to longer delays and queuing.
- Due to the future four lane median-divided cross section on Piney Grove Wilbon, the minor street (east/west) vehicles will need to make at least one or more lane changing maneuvers to navigate the intersections.
- Is expected to provide an overall acceptable level of service.
- No issues are expected due to topography, traffic management, utilities, or environmental impacts.

This scenario has been found viable and is the applicant's preferred scenario. This scenario is not staff's preferred scenario.

Scenario 3 – Adopted CTP Alignment:

- Requires right-of-way acquisition.
- Minimal wetland impacts are expected.
- Requires the intersection to be skewed, but less so than in Scenario 1.
- Is expected to provide an overall acceptable level of service.
- Is expected to have less total overall delay for the minor streets (east/west) than scenario 2.
- No issues are expected due to topography, traffic management, utilities, or environmental impacts.

This scenario has been found viable and is staff's preferred scenario.

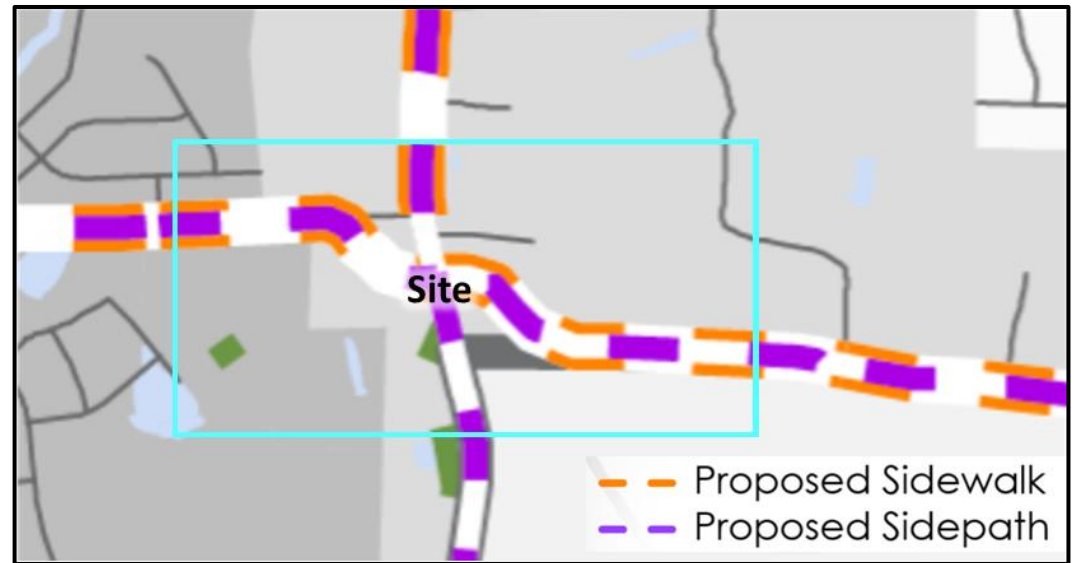


Parks, Recreation & Greenways Information

Park Search Area

☐ Yes

☒ No



Active Transportation Map

Required Active Transportation Improvements

☐ Greenway

☒ Sidepath

A sidepath is required along the frontages of Honeycutt Road, Wade Nash Road, and Piney Grove Wilbon Road.

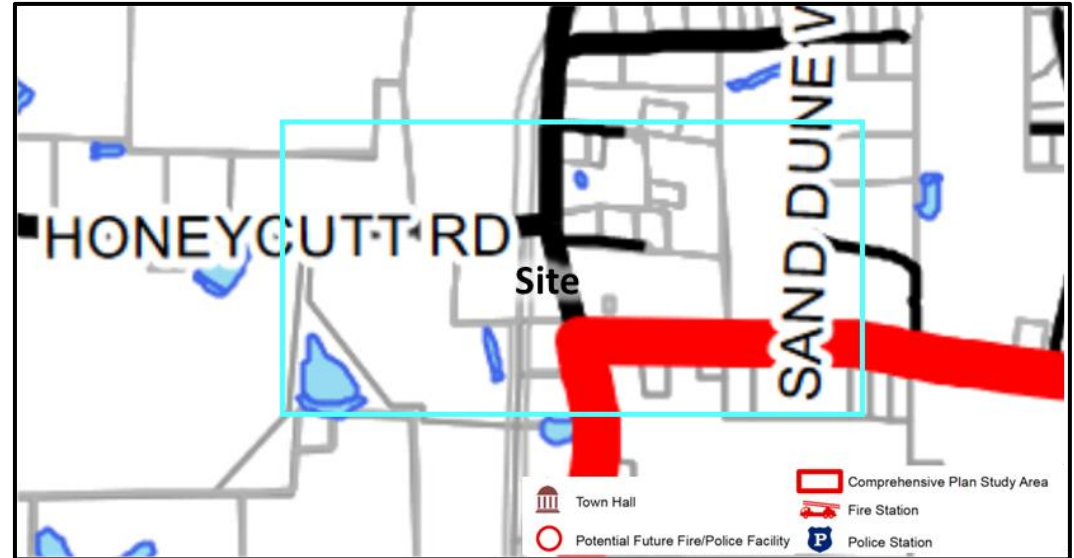
Parks, Recreation, & Greenways Staff Analysis:

The proposed sidepath will follow Honeycutt Road, Wade Nash Road, and Piney Grove Wilbon Road frontages and any modification to the alignment would require a concurrent shift of the location of the sidepath.



Community Facilities Information

Population growth increases demand for public services. In order to fulfill this demand, community facilities must be appropriately planned for and constructed. These facilities may range from additional public safety stations, such as police and fire, to new schools to handle the influx of school-aged children into an area.



Community Facilities Map

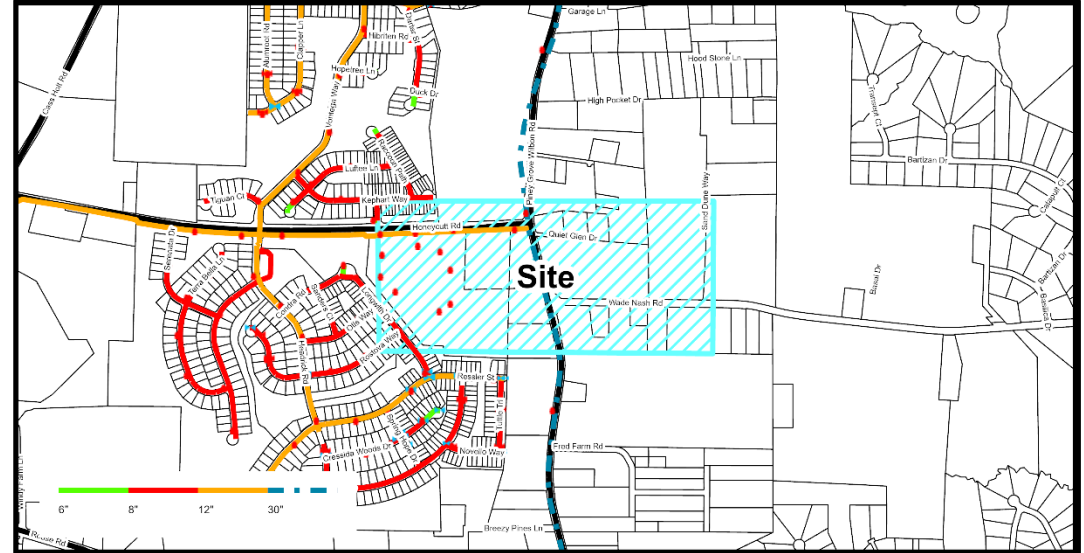
Community Facilities Staff Analysis:

The requested Comprehensive Plan Amendment does not substantially impact community facilities.



Infrastructure & Utility Information

The Town must prioritize existing and future infrastructure improvements and the dollars associated with those improvements to maintain quality service to existing citizens and promote growth consistent with its growth objectives while protecting the environment.



Water Map

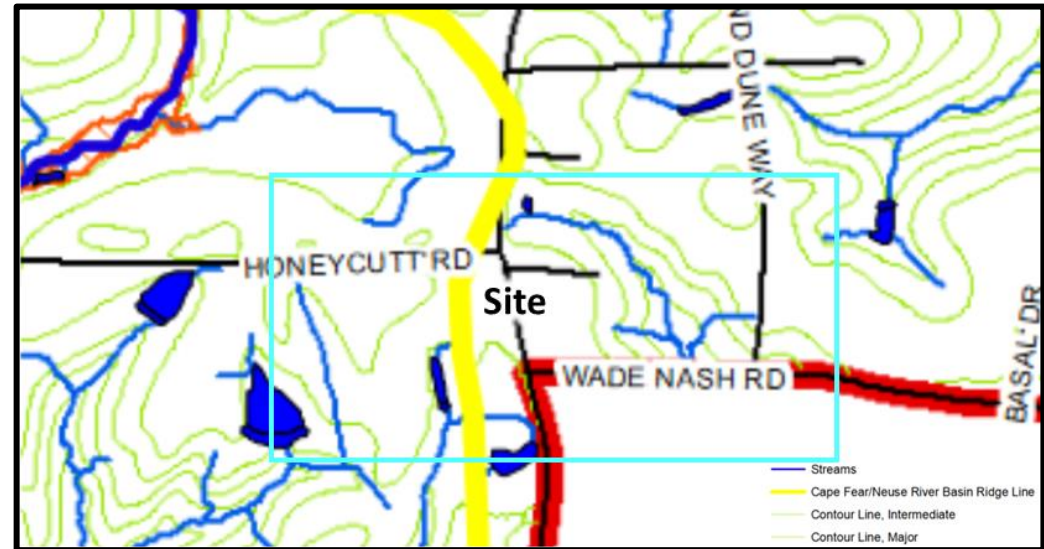
Infrastructure & Utility Staff Analysis:

Utilities generally follow Honeycutt Road, Wade Nash Road, and Piney Grove Wilbon Road frontages. An evaluation of necessary relocation of the utility lines would be required with any modification to the intersections.



Natural Resources Information

The Town continues to experience consistent growth patterns and must implement and develop new programs to balance the competing goals of growth with progressive environmental protection, in accordance with guidance from council, as well as the constantly evolving Federal and State regulatory landscape.



Natural Resources Map

Natural Resources Staff Analysis:

There are wetlands and jurisdictional streams present in the vicinity. Although minimization of impacts to streams and wetlands is a priority, impacts to wetlands and possibly stream buffers are anticipated for each of the analyzed scenarios. Environmental permits will be required prior to the construction of any improvement in this area.



Decision-Making Information

Comprehensive Plan Amendment Staff Analysis

Staff has considered the traffic operations, pedestrian mobility and maintenance of the three scenarios and has compared the impact of two adjacent signals versus one signal along the Piney Grove Wilbon corridor. It is common practice for transportation departments across the country to seek to eliminate offset T-intersections prior to an area being fully developed, whenever possible. Staff believes and recommends Scenario 3 - Adopted CTP Alignment is the locally preferred scenario since it is the more standard and smoother roadway and pedestrian corridor for both north/south and east/west travelers in this part of Town. Additionally, it facilitates the Town's overarching transportation goal of providing an alternate route to NC 55 and relief to the Avent Ferry Road corridor.

Staff Recommendation: ☐ Approve ☒ Deny

Planning Board Consideration & Action

Planning Board Decision Type: Advisory Decision

Advisory Decision

The Planning Board must review the application and make a recommendation to the Town Council.

The Planning Board should consider whether or not the proposed Comprehensive Plan Amendment is consistent with the goals of the Comprehensive Plan, or any other officially adopted plan that is applicable, and if the amendment is reasonable and in the public interest. Technical standards of the Unified Development Ordinance are addressed once a Development Plan or Subdivision Plan is submitted for review.

Comprehensive Plan Amendment Motion

Motion to recommend that the Town Council **approve/deny** Vision Holly Springs Comprehensive Plan Amendment 23-CPA-02 to modify the recommended realignment of Honeycutt Road and Wade Nash Road in Section 2 of Vision Holly Springs Comprehensive Plan: Comprehensive Transportation Plan, as submitted by Bryan Keith Henshaw.



Next Steps

Legislative Public Hearing

Anticipated Town Council Public Hearing Date: 1/16/2024

Prior to the Legislative Public Hearing:

- Published notice will be made twice in the News & Observer.

Town Council Decision Type: Legislative Decision

Legislative Decision:

Legislative public hearings are held prior to a change in policy that may affect the entire community, including decisions on land use. The public hearing allows the Town Council to receive public comments regarding the proposal and then have discussion and deliberation. Based on the information provided on the proposal, the Town Council will make a determination on whether or not to approve the policy or modification.

Comprehensive Plan Amendment Checklist

☒ Vicinity Map – 2 Pages provided behind this sheet. Note that Vicinity Map Page 1 of 2 is p. 173 of the Southwest Area Study that was used as input and incorporated into the current Comprehensive Transportation Plan (CTP). This CTP amendment requests that the Honeycutt Wade Nash Road alignment be moved FROM the location shown on Vicinity Map Page 1 TO one of the two alternatives offered on Vicinity Map page 2 of 2. Vicinity Map Page 2 of 2 is from a traffic study performed by McAdams (traffic engineer). The study was paid for by the homeowners and has been submitted to the town (Application #PLSS202300250). The Dual signalization (yellow path) shown on Vicinity Map page 2 is the RECOMMENDED solution for Honeycutt Rd Wade Nash highway design. This is also shown on Attachment 12.

However, if the town will not accept dual signalization as a long term (permanent) solution, and realignment is all that will be considered, then the homeowners recommend the alignment shown north of Honeycutt Rd to minimize impact to homeowners (shown on Vicinity Map page 2 as green line, and also shown on Attachment 11). Note that the blue line show on Vicinity Map page 2 of 2 is the current CTP routing. The traffic study indicates that the routing shown in the current CTP is not a design that is expected to be approved by the NCDOT due to the inability to meet design speeds.

The green line on the vicinity plans and also shown on Attachment 11 for alignment shows a path similar to Alternative 5 from the Hot Spot Study performed by Ramey Kemp Associates in support of the currently issued CTP Revision. Although Alternative 5 alignment, north of Honeycutt Road, was shown in the Hot Spot recommendations for the alignment option, the current CTP road routing does NOT follow the recommendations made in the Hot Spot Study Alternative 5, as Ramey Kemp was asked to change the location during a meeting with the Town of Holly Springs on January 24, 2019 (between completion of the Hot Spot Study and issuance of the revised CTP). This amendment request asks that alignment is required, the routing provided in the traffic study (similar to Hot Spot Study Alternative 5) be used to minimize impact to the existing homeowners if the recommended Dual Signalization alternative is not chosen. Attachment 11 shows the requested route with changes from Hot Spot Study Alternative 5 required due to construction of Honeycutt Farms. The route that currently exists in the CTP will adversely impact at least 6 homes and based on the traffic engineer. The current CTP realignment would run within 30' of one home, through another home, and within 100' of four more homes. This will be detailed later in the letters/Attachments to this submittal. The Hot Spot Study Alternative 5 routing can easily be made to be at least 200' from ANY homes (See Attachment 11). This being said, DUAL SIGNALIZATION is still viewed as the BEST ALTERNATIVE over any alignment option, and the yellow line on the vicinity plans is RECOMMENDED.

☒ Petition Form (See .pdf page 4)

☒ Processing Fees (make check payable to: Town of Holly Springs)(Note: Paid with first submittal)

☒ Statement of Comprehensive Plan Future Land Use Plan Compatibility (See .pdf page 11)

☐ Property survey / legal description (required only if request does not include the entire tax parcel)

Not Applicable - Property Survey Not Applicable as this is for Comprehensive Transportation Plan revision, and detailed surveys are not conducted at this point as no detailed design exists.

☒ Neighborhood Meeting Report (See .pdf page 19)

CTP Amendment Request Front Sections

From Southwest Area Study, p. 173 which was incorporated into the current CTP.

Request road move from this location in current CTP to routing shown as yellow line on Vicinity Map Page 2 of 2 (Dual Signalization). This is supported and recommended by traffic study submitted to town. If town will not accept this option and wants alignment over dual signalization, then choose green line on Vicinity Map page 2 of 2 to avoid impact to homeowners.

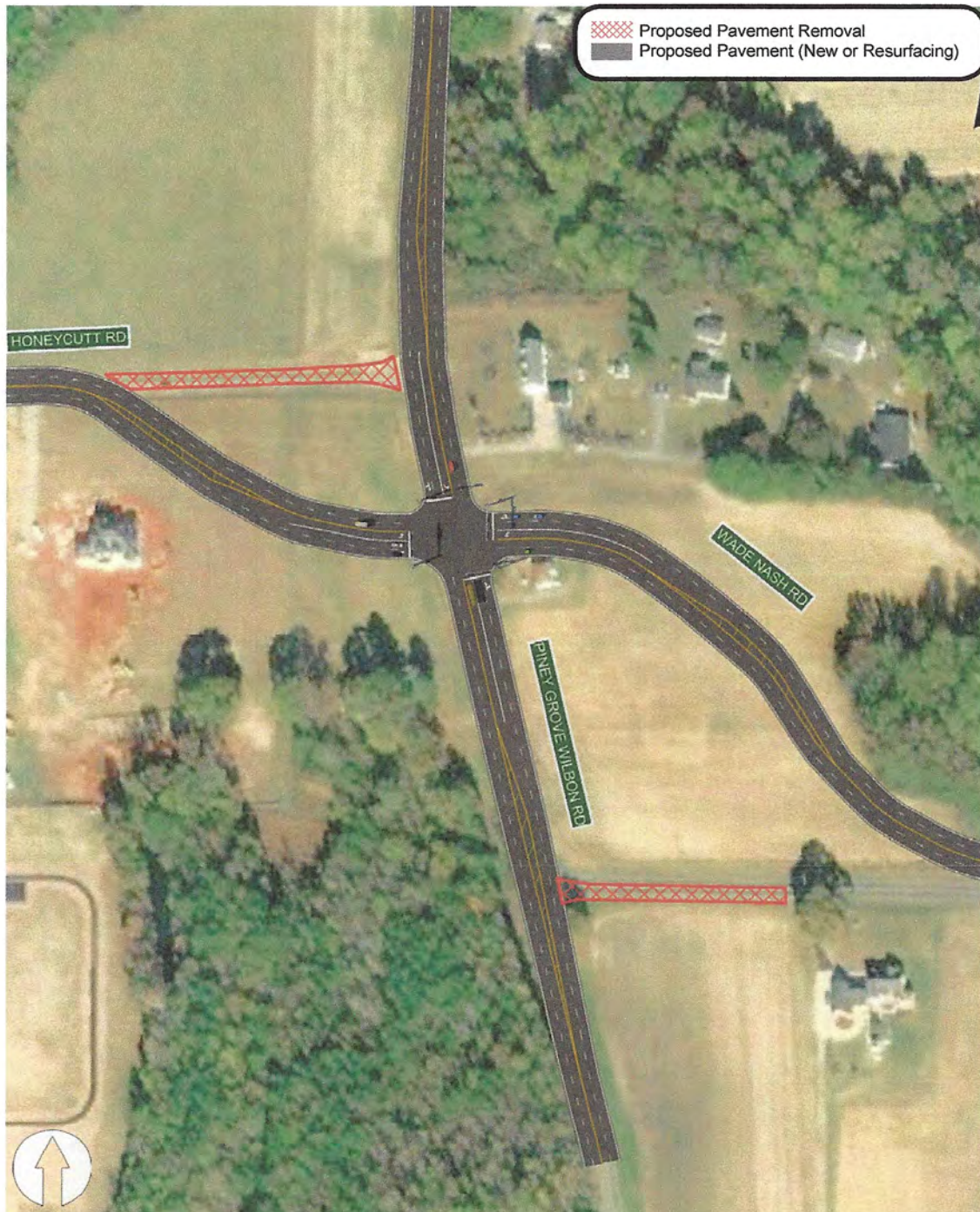
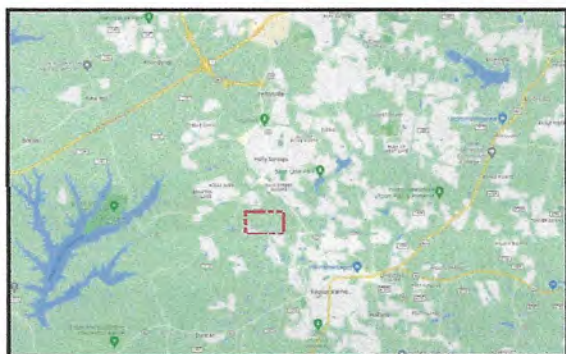


Figure 8-17: Piney Grove Wilbon at Wade Nash Proposed Improvements

CTP Amendment Request Front Sections

Vicinity Map Page 2 of 2 - Scenario 1 - Alignment Option, Scenario 2 is Dual Signalization with offset - RECOMMENDED, and Scenario 3 is current CTP routing - NOT CONSTRUCTABLE (From McAdams Traffic Study which has been submitted to TOHS.



LEGEND

- Scenario 1
- Scenario 2
- Scenario 3



Honeycutt Road CTP Amendment
Holly Springs, NC

Study Scenarios

Scale: Not to Scale

Figure 2

McADAMS

CTP Amendment Request Front Sections

DPM Appendix #A.02
Supplement 18
March 2022



TOWN OF HOLLY SPRINGS

REZONING, COMPREHENSIVE PLAN/ UDO AMENDMENT PETITION

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

Petition Type (check one- each request must be on separate petitions)

☐ Zoning Map Change: ☐ General Use District or ☐ Conditional Zoning District

☒ Comprehensive Plan Amendment (check all that apply)

☐ Text Amendment ☐ Future Land Use Map Amendment

☒ Area/Corridor Plan Map Amendment / Name: RECOMMENDATIONS MAP & INTERSECTIONS

☐ UDO Amendment (UDO Section: _____)

Project Information

Project Name: HONEYCUTT RD WADE NASH ROAD REALIGNMENT RELOCATION

Project Location: NEAR HONEYCUTT RD WADE NASH INTERSECTION

Use street address. If none, use the closest intersection

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

PIN: SEE NEIGHBORHOOD MEETING Real Estate ID: SEE NEXT PAGE

Project Acreage: (Rounded to nearest tenth) N/A Partial Parcel: ☐ No ☐ Yes

Sketch Plan Review (Pre-Submittal) Meeting Date: _____

If the Sketch Plan Review (Pre-Submittal) Meeting Date is not within 8 weeks of the submittal date, another Sketch Plan Review (Pre-Submittal) Meeting is required prior to submittal.

Petition Request

Current Zoning: RURAL RESIDENTIAL Proposed Zoning: NO CHANGE

Current Future Land Use Designation: MIXED USE RESIDENTIAL

Proposed Future Land Use Designation: NO CHANGE

Area Plan Designation (if applicable): N/A

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 _____

Is the applicant applying on behalf of the property owner(s)? ☐ Yes ☐ No If yes, please complete the Affidavit of Property Owner Consent form and attach. If applicant contact is not the Owner or representing the Owner(s), please complete Property Owner Notification Affidavit and attach.

Name SEE ATTACHED SHEETS (NEXT PAGE) Company _____

Mailing Address _____

City _____ State _____ Zip _____

Telephone # () _____ E-Mail _____

How would you like to receive staff review comments? ☒ E-Mail ☒ US Mail (BOTH)

How would you like to receive Official Action Notices? ☒ E-Mail ☒ US Mail-Certified (BOTH)

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

Name SEE ATTACHED SHEETS (NEXT PAGE) Company N/A

Mailing Address _____

City _____ State _____ Zip _____

Telephone # () _____ E-Mail _____

How would you like to receive staff review comments? ☐ E-Mail ☐ US Mail

How would you like to receive Official Action Notices? ☐ E-Mail ☐ US Mail-Certified

Owner's Authorization

Owner's Signature(s) _____ PIN/REID _____ Date _____

SEE ATTACHED SIGNATURE SHEET (NEXT PAGE)

CTP Amendment Request Front Sections

Supporting Documentation for Petition Form:

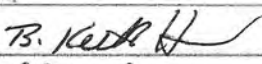
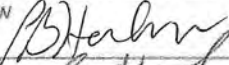
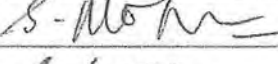
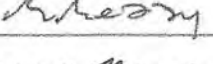
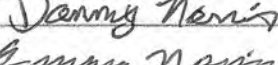
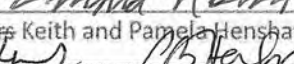
Property Owners requesting Honeycutt Rd Wade Nash Road Alignment be moved away from their homes:

Property Owner	Property Owner Mailing Address
Keith Henshaw	5605 Honeycutt Road, Holly Springs, NC 27540
Pamela Henshaw	5605 Honeycutt Road, Holly Springs, NC 27540
William Myers	Address #1: 1200 Piney Grove Wilbon, Holly Springs, NC 27540 Address #2: Trump Engelwood Properties, 6305 People Rd, Holly Springs, NC 27540
Selva Mohan	Address #1: 1209 Piney Grove Wilbon, Holly Springs, NC 27540 Address #2: Enterprise Holdings, 109 Oxyard Way, Cary, NC 27519
Ravindra Reddy	Address #1: 1209 Piney Grove Wilbon, Holly Springs, NC 27540 Address #2: Enterprise Holdings, 109 Oxyard Way, Cary, NC 27519
Danny Norris	5512 Quiet Glen Drive, Holly Springs, NC 27540
Emma Norris	5512 Quiet Glen Drive, Holly Springs, NC 27540
Felecia Smith	5508 Quiet Glen Drive, Holly Springs, NC 27540
Felecia Smith	5500 Quiet Glen Drive, Holly Springs, NC 27540
Natalie Betts Woodson	5741 Sand Dune Way, Holly Springs, NC 27540
Eric Betts	5741 Sand Dune Way, Holly Springs, NC 27540

Owners of agricultural property where homeowners are asking the Honeycutt Roadway Wade Nash Road Alignment to be moved into their fields, with roadway being at least 200 feet from ANY homes.

Property Owner	Property Owner Mailing Address
Nancy Holland	1100 Piney Grove Wilbon, Holly Springs, NC 27540
Marina Holly Springs	Address #1: Marina Holly Springs LLC, 4360 CH DE LA COTE DE LIESD STE 353, MONT ROYAL QC H4N 2P7, Canada Address #2: Marina Holly Springs, 102 W Service Rd Ste 273, Champlain, NY 12919

Signatures of those requesting the change, as well as PIN and REID of their properties is shown below:

Owner Signature(s)	PIN	REID	Date
Keith Henshaw 	0648607239	0048269	10/18/23
Pamela Henshaw 	0648607239 & 0648700238	0048269 & 0032879	10/18/23
Selva Mohan 	0648706251	0032910	10/18/23
Ravindra Reddy 	0648706251	0032910	10/18/23
Danny Norris 	0648702652	0032879	10/18/23
Emma Norris 	0648702652	0288195	10/18/23
William Myers Keith and Pamela Henshaw 	0648700238	0032879	10/18/23

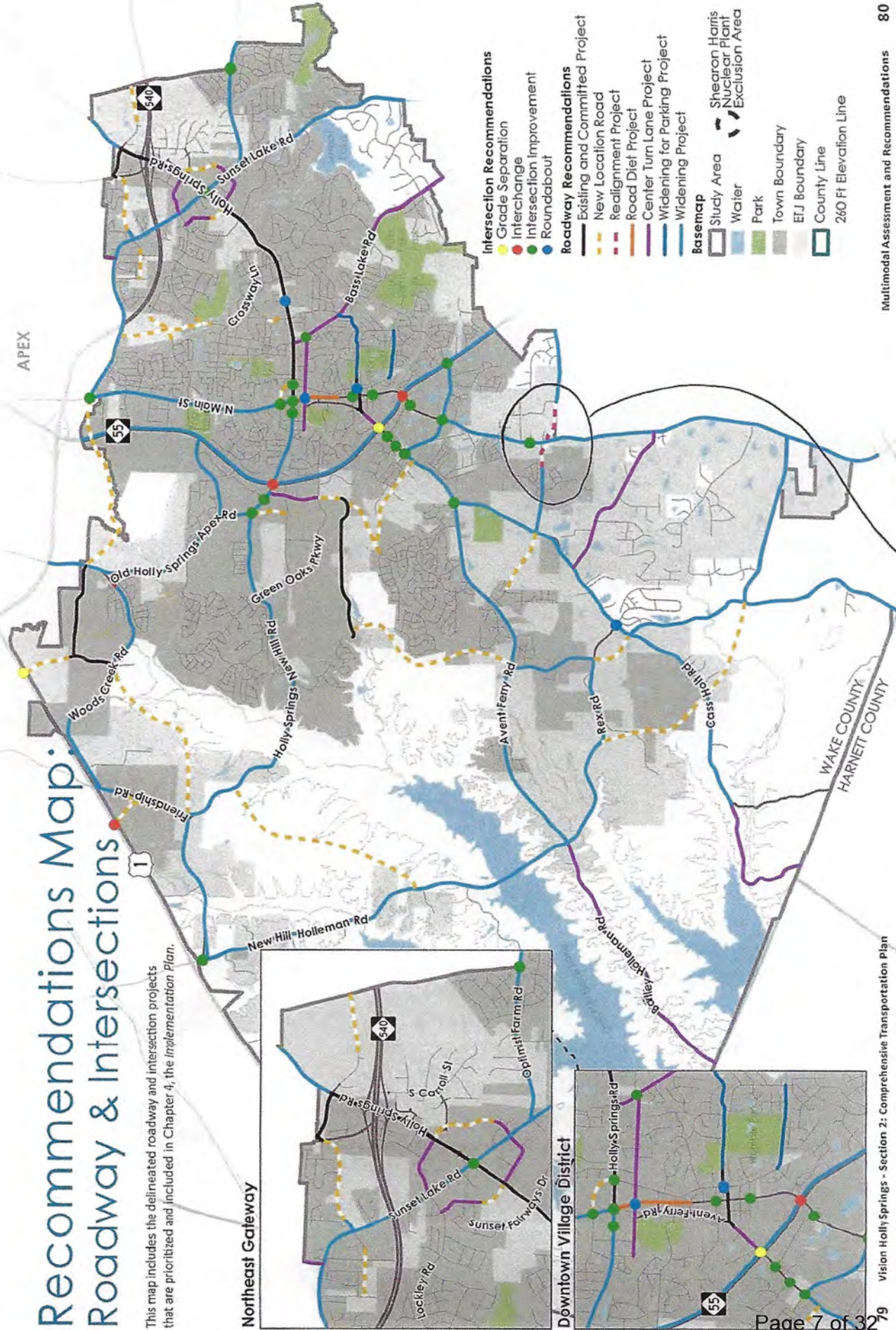
Signatures of those requesting the change, as well as PIN and REID of their properties is shown below:

ADDITIONAL SIGNATURES: This page has been added since the original draft was submitted in the CityView Portal. In addition to the original seven applicants shown on the previous page, the following four homeowners have joined the petition.

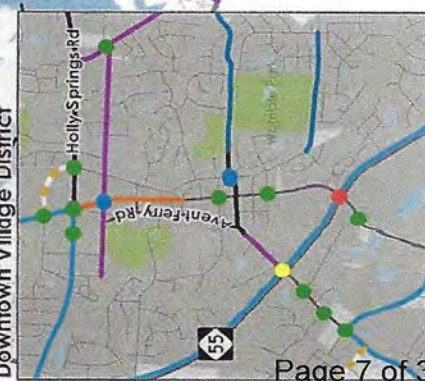
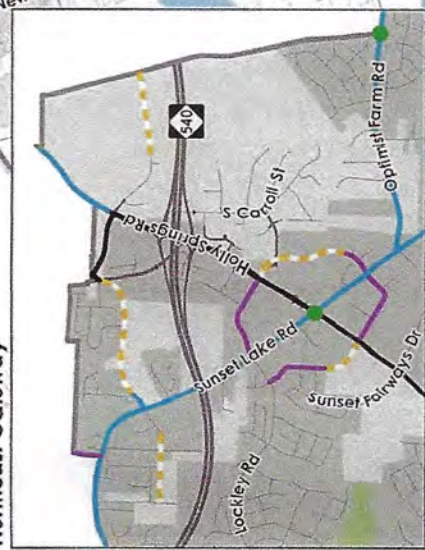
Owner Signature(s)	PIN	REID	Date
Natalie Betts Woodson <i>Natalie Betts Woodson</i>	0648809319	0006038	10/18/23
Eric Betts <i>Eric Betts</i>	0648809319	0006038	10/18/23
Felicia Smith <i>Felicia Smith</i>	0648704671	0205035	10/18/23
Felicia Smith <i>Felicia Smith</i>	0648706589	0214186	10/18/23

Recommendations Map: Roadway & Intersections

This map includes the delineated roadway and intersection projects that are prioritized and included in Chapter 4, the Implementation Plan.



REQUEST - RELOCATE AND REVISE THIS PAGE OF CTP. ALIGN PER ATTACHMENT 11 OR DUAL SIGNALIZATION PER ATTACHMENT 12.



CTP Amendment Request Front Sections

TOWN OF HOLLY SPRINGS
ZONING PETITION

BPM Appendix #A.02
Supplement 18
March 2022

PLAN CONSISTENCY STATEMENT



Describe how the proposed Zone Map Change request is consistent or supported by the objectives and policies of *Vision Holly Springs: Town of Holly Springs Comprehensive Plan* and how it is inconsistent with the Plan.

You must respond to each section; please type or print legibly in blue or black ink

Project Information:

Project Name: Honeycutt Rd Wade Nash Road Realignment Relocation

Proposed Zoning District: No change in zoning.

Proposed Land Use/Density: No Change.

Future Land Use Plan Map Designation: Mixed Use Residential

Future Land Use Plan Designation Land Use/Density: No Change

For DS Use only

Project # _____

Date Received: _____

Plan Consistency Statement:

In accordance with NCGS § 160D-605 prior to adopting or rejecting any zoning amendment, the Town Council shall adopt a statement of zoning consistency or inconsistency. Please include as much detailed information about the proposed zoning change and developer offered conditions (if any) or unique conditions associated with this request that support the Town's comprehensive plan objectives and/or policies and why the proposed zoning change is reasonable and in the public interest. If the proposed zoning amendment is not in compliance with the comprehensive plan, the Town Council is required to determine why the proposed zoning change is reasonable and in the public interest if approved. Please provide detailed documentation to assist the Council in making their determination. *Attach Additional Sheets as needed*

Petitioner's Response

Executive Summary

COMPLETE ANSWERS TO PETITIONER'S RESPONSE CAN BE
FOUND IN THE SHEETS IMMEDIATELY FOLLOWING THIS PAGE.

Section 1: Future Land Use & Community Character

Section 2: Transportation / Comprehensive Transportation Plan

CTP Amendment Request Front Sections

Section 3: Parks, Recreation & Open Space/Beyond the Green: A Parks & Recreation Master Plan

Section 4: Community Facilities

Section 5: Infrastructure and Utilities

Section 8: Natural Resources

Plan Consistency Response Prepared by:

Preparer's Signature(s)

Date

B. Keith Hendler

08/07/23

Petitioner's Response

Executive Summary

This is NOT a zoning change or in support of any residential development. The requested change is for a Comprehensive Transportation Plan (CTP) Amendment to relocate the Honeycutt Rd Wade Nash Realignment from south of Honeycutt Rd to north of Honeycutt Rd for the reasons provided in ATTACHMENT 1. Attachment 1 provides a detailed look at how the homeowners have been wronged by the routing selection process. To relieve adverse impacts on homeowners from the current routing shown on Southwest Area Study p. 173, two routing alternatives are provided as Attachments 11 and 12. Attachment 11 provides an alignment option in case the town will only accept an alignment option. The alignment option shown in Attachment 11 is very similar to the original proposed Alternative 5 routing from the Hot Spot Study performed by Ramey Kemp. The Hot Spot Study preliminary recommendations were presented by CAMPO and Ramey Kemp Associates (transportation consultant) to the town in a meeting held January 24, 2019. Attachment 12 provides a dual signalization option. Dual signalization, Alternative 1 of the Hot Spot Study preliminary recommendations presented 1/24/19, actually scored higher than the alignment option (Alternative 5) in the original hot spot study, but this option was not selected. It was most likely not selected, as it did not match the Vision Holly Springs drawing (Attachment 29), which was created by the town before the study. Dual signalization is supported and recommended by the traffic study (Application PLSS202300250) as the only constructable option that would meet NCDOT standards through Year 2050.

After the January 24, 2019 meeting, as a result of requests made by the town during the meeting, the planned routing was revised to that shown on Southwest Area Study Page 173 (later incorporated into the CTP). This routing causes undue burden on existing homeowners by running the 4-lane highway in very close proximity to (within 30') or through other homes. For this reason, we request that Attachment 11 routing north of Honeycutt be used (similar to Hot Spot Study Alternative 5), as it can allow the roadway to remain at least 200' away from ANY homes. If that routing is not selected, we also provide a dual signalization option that would relieve impact on homeowners. The town already has in its possession traffic analysis that would support these options through 2050. That will be discussed further in the Transportation Section 2.

Note: Letter Attachments 2 and 3 were originally sent to the Planning Board via e-mail in October 2022. Attachment 1 is a new more comprehensive complaint from the homeowners with basis for our opposition to the current routing. Please be sure you read Attachment 1 fully. The October and November 2022 Planning Board meetings were cancelled and Symphonia and 1100 Piney Grove Wilbon rezoning which were originally scheduled for November and December 2022 have been delayed and still not yet presented at the planning board.* This is one of the reasons for moving forward with this CTP revision request.

*Update: Symphonia was presented to Planning Board on 07/25/23. Members voted against approval with a recommendation to study Dual Signalization for the Honeycutt Rd Wade Nash intersection. The homeowners have paid for and submitted a study for dual signalization to the town with a recommendation of the traffic engineer to revise the CTP and incorporate dual signalization as shown in the study, as it is acceptable and the only constructable option that will meet NCDOT standards.

Section 1: Future Land Use (Statement of Future Land Use Compatibility)

This submittal makes no changes to future land use. Land is currently rural residential with mixed use residential planned for the intersection of Honeycutt Rd Wade Nash. In response to comments from the civil reviewer from town staff, we will adjust our statement to better fit the CTP amendment being requested. Explained below is what is being proposed and why the routing in the amendment is preferable.

We are providing two alternatives for the Honeycutt Rd Wade Nash Realignment as alternatives to what is currently shown on Southwest Area Study (SWAS) p. 173 (See Attachment 10).

- 1) One alternative is for a realignment using one four legged intersection similar to what was proposed in the Hot Spot Study Alternative 5. The proposed routing is shown as Attachment 11. This is simply a concept sketch and we have a traffic engineer currently working on a more detailed design and sketch and expect that prior to Town Council. This routing is modified slightly from Hot Spot Study Alternative 5, as about two years after the alternative was not selected, Honeycutt Farms built town homes in the area where the route would tie back into Honeycutt Rd. Also, the Attachment 11 routing aims to minimize impact on Natalie Betts Woodson's and Eric Betts land and to increase the distance from their family cemetery.
- 2) The second alternative involves dual signalization (similar to Hot Spot Study Alternative 1 which was the baseline alternative in the Hot Spot Study) but with an offset to increase the distance between traffic lights to 1000'. This was based on recommendations of Lyle Overcash of Kimley Horn at the 07/25/23 Planning Board.

Although we are looking to amend the roadway and intersection plan that is shown in the CTP, we are actually working alongside the same goals that the Town spelled out.

"The Town of Holly Springs CTP outlines 9 goals. The proposed amendment is following these goals as stated below:

- Safe: A single 3-leg T-intersections operates with 9 points of conflict. Due to the additional feasible movements, a full movement 4-leg intersection operates with 32 points of conflict. With the 18 points of conflict for two offset T-intersections, this alternative is expected to provide less points of conflict over a traditional 4-leg intersection design. This leads to improved safety and a reduction in crashes over a traditional intersection configuration.
- Connected: regional and local connectivity is not expected to be negatively impacted by the proposed amendment.
- Accessible: The proposed amendment is expected to reduce impacts to existing residences and thus provide the same level of transportation quality for more users.
- Multimodal: The multimodal facilities along these corridors is not expected to be negatively impacted by the proposed amendment.
- Efficient: Capacity analysis will be provided to demonstrate that the proposed amendment will operate acceptably and comparable to the current CTP.
- Adaptive: The proposed amendment is looking to utilize the existing roadway infrastructure, as much as possible, to reduce impacts and costs of a future realignment.
- Economic Development: the proposed realignment is expected to limit impacts to developable land and allow for additional economic development.

got into this mess with unexpected routing of the realignment running through homeowner's land. See Attachment 29 from Vision Holly Springs which shows a "fixed" leg of Honeycutt Rd to the West and a highway extension East of Piney Grove Wilbon. The issue is that there are three homes in the way of the eastern extension and that cannot be built while keeping Honeycutt Rd fixed. For years, the town Planning Department issued guidance based on this drawing, which included Keith Henshaw building at 5605 Honeycutt Rd assuming only road widening to 50' from highway centerline being the worst impact. Once the error in the drawing was discovered, the routing was moved south which then impacted 6 homes rather than three. Homeowner land was claimed for roadway use, while vacant land where developers were planning subdivisions was not used in roadway planning. This occurred even though the land where developments were being planned was either vacant cow pasture or crop land, and even though the Hot Spot Study prepared by Ramey Kemp preliminary recommendations were for a route North of Honeycutt Rd through the pasture and cropland with less impacts to homeowners. This decision has clear adverse consequences to homeowners, with a foreseeable outcome that land would include having land seized by eminent domain in the future. See Attachment 1 for full story about Vision Holly Springs drawings, CTP changes, and adverse impacts to homeowners from those changes. Choosing dual signalization with the offset appears to be the best alternative to meet Vision Holly Springs and the best option to satisfy all parties.

CTP Amendment Request Front Sections

- Integrated planning: The proposed amendment is not expected to negatively impact the adjacent land uses.
- Realistic: the proposed amendment is expected to provide a design option that meets NCDOT design requirements and can be approved for construction.

Our primary reasons for requesting that an alternative route be chosen are laid out in Attachment 1. Please be sure to read that attachment in its entirety. For this Future Land Use discussion, we will focus on why these options are better than SWAS p. 173 routing which is currently incorporated into the CTP.

Alternative 1 comparison to SWAS p. 173 routing –

Going back to the Comprehensive Plan that was in effect in 2015, the goal has always been to have mixed use at this intersection. If you run the realignment per SWAS p. 173, then there would already be homes at three of four corners of the intersection. The only clean slate for development would be the Northwest quadrant. However, if the realignment is performed per Attachment 11, there would be four corners all in open field ripe for development. That would be a better “hub” for the type of development described in the town’s planning documents.

Alternative 2 comparison to SWAS p. 173 routing

If dual signalization is considered as a permanent solution, then that would open up much more land for development. Consider the blocks of land that the road would no longer pass through, allowing greater development area:

- Selva Mohan – 10 acres on the corner of Piney Grove Wilbon and Wade Nash would no longer have a road running through the middle of it which would support development of that site.
- Symphonia – In the Planning board meeting (07/25/23), Symphonia said the setting aside of land would make them lose 6 units. This would reclaim the six units.
- Natalie Betts Woodson / Eric Betts – 13 acres on Wade Nash that they have discussed developing to provide housing would no longer be impacted by this roadway.
- Billy Myers – Without cutting his 2.7 acres on the Southwest quadrant of the Honeycutt Rd Piney Grove intersection in half, he may be able to develop that land in the future.
- Keith Henshaw – 5605 Honeycutt Rd - Without the road running through his front and side yard, there is about 2 acres on the east where development has been considered until the road passed through it.

All this land would be gained, where you would only lose a small portion of land where the road would cut through the corner of 1100 Piney Grove Wilbon. See Attachment 12. See traffic Section 2 for other traffic related benefits.

Also, this routing could avoid litigation with 10 homeowners listed on this CTP amendment request for reasons identified in Attachment 1.

This DUAL SIGNALIZATION, as shown in Attachment 12 is seen as the best use of land with the least amount of trouble for all involved.

Vision Holly Springs – Civil Reviewer comments ask us to discuss Vision Holly Springs in this Future Land Use section. A drawing error in Vision Holly Springs (2015 version) is a primary contributor for how we

Section 2: Transportation / Comprehensive Transportation Plan

See Section 1 above for discussion of the 9 goals outlined in the Holly Springs CTP and how we are following those goals.

As stated in the executive summary, a change to the comprehensive transportation plan is requested to relocate the Honeycutt Rd Wade Nash realignment from south of Honeycutt Rd to north of Honeycutt Rd. The current routing south of Honeycutt Rd can be seen clearly on page 173 of the Southwest Area Study. The location was incorporated into the Comprehensive Transportation Plan on the Recommendations Map: Roadways and Intersections. However, the Recommendations Map is too small of a scale to understand current routing without going to the SWAS page 173. The Recommendations Map: Roadways and intersections is included two pages behind the petition form and is also included as Attachment 28. The SWAS page 173 is included in the vicinity maps in this submittal and is also included as Attachment 10, with homeowner names added. The SWAS is also discussed extensively in Attachments 1 through 3.

Two Options have been proposed and they will be reviewed separately below. The options are Option 1 – Realignment, and Option 2 – Dual Signalization with offset

Option 1 – Realignment

To be clear, realignment is NOT the preferred option of the petitioners. We prefer Option 2, which will be discussed below as the best option for all parties. As for realignment, reviewing town planning documents and recent submittals, it appears that the Town will only accept a realignment option (single traffic light, four leg intersection). This is based on the submittal and withdrawal of rezoning application by Symphonia which looked at dual signalization earlier in YR 2023 and withdrew at the direction of the Town. For this reason, we homeowners are submitting our version of realignment with justification for acceptability as the permanent solution. We will to compare our realignment option with what is approved and shown on SWAS p. 173, which was incorporated into the approved CTP.

First, we will say that we do not believe the SWAS p. 173 routing can be constructed as shown. See Attachment 35 for Traffic Engineer Status Update from our traffic engineer. SWAS p. 173 will not likely meet NCDOT standards for sight distance and design speed, and it is NOT believed that this was an option endorsed or reviewed by the NCDOT. Nevertheless, it is in the approved CTP and we will use bounding analysis / similar level of technical rigor to justify our realignment option. We will first perform an operational assessment of the light and then we will review horizontal alignment.

Realignment - Operational Analysis

- a) See Attachment 10, page 4 e-mail from Jessica McClure to Rachel Jones. Jessica McClure is the Ramey Kemp licensed professional engineer/analyst who prepared the Hot Spot Study and presented the Preliminary Recommendations to the town on January 24, 2019. Jessica states in this e-mail “but the operation of the signal would remain fairly similar regardless of where it was along Piney Grove Wilbon.” Combine that e-mail with the notes from the interview the homeowners had with Jessica McClure on 10/20/22. See Attachment 4 page 1 and 2. It was noted by homeowners who are also engineers that Hot Spot Study Alternative 5 (See Attachment 9, page 11) has much more detail and higher level of technical rigor than what is

shown on SWAS p. 173 (Attachment 10). Jessica explained that the reason for this is that the drawing shown in the Hot Spot Study is output from the engineering software. Ramey Kemp did not re-run the analysis through the software when producing SWAS p 173. This was because operationally, moving the traffic light did not impact the analysis, so the detailed analysis was not re-ran. With this in mind, our proposed location for the realignment shown in Attachment 11 is about 150' north of the original location shown in the Hot Spot Study and is much closer to the original analysis location than what is shown in the current CTP. Therefore, operationally what is shown in Attachment 11 is acceptable. No detailed analysis was needed to move the traffic light location south, and none is needed to move it back north. The analysis of record supports the Alternative 5 Hot Spot Study location (north of Honeycutt) and no additional transportation impact analysis is required for Attachment 11 routing, as there is a bounding analysis.

- b) However, if you don't like the arguments provided in section a) above, we will provide alternate analysis for the realignment option. Additional supporting information includes analysis performed in support of Symphonia subdivision. Kimley Horn has performed a TIA in support of realignment, dated 08/25/22. See Attachment 17 which includes selected pages from that TIA. Attachment 17, page 2 states "However, signalization is not recommended due to signal spacing to Honeycutt Rd and potential realignment of Honeycutt Rd and Wade Nash Rd." Note that this realignment option is for a location south of Honeycutt Rd, but based on information in a) above from Jessica McClure and from discussion with our traffic engineer, the location within a few hundred feet has very little impact on the operational analysis. In addition, Kimley Horn and Associates have done a Symphonia 2050 analysis that projects traffic for both the Honeycutt Rd Wade Nash Alignment and the dual signalization options out to 2050 (See Attachment 19). These were obtained via FOIA requests. Attachment 19 page 2 states "Both scenarios perform well with comparable delay and level of service (better than LOS "D" with the dual signal solution actually working better than the realigned scenario. As I am not adding a subdivision or any traffic, that analysis will bound my proposal.

Realignment Option - Horizontal Alignment

As for horizontal alignment and design speed, we have ensured that the radius of our curves are no tighter (our rate of change will be less) than the curves shown in the current CTP, which is based on Southwest Area Study p. 173. The current CTP configuration will only allow for a 35 mph design speed per the Symphonia TIA dated 01/11/23 (See Attachment 18, page 2), and as we have longer distance to get two curves between Piney Grove Wilbon and the point of road departure from Honeycutt, our horizontal alignment will be shown to be no worse than what is in SWAS p 173. We can assume that during the detailed final design that curves may be smoothed to allow for an increased design speed as we have more distance to work with, but this is not required at this time for such high level sketches (based on SWAS p 173 level of detail).

Final Note Regarding Alignment Traffic Analysis

If the Town of Holly Springs still requires additional operational analysis or analysis of horizontal alignment, note that we have contracted with a traffic engineer who is currently working on supporting

analysis for both our realignment option and our dual signalization option. That will not be available for our submittal due August 11, 2023. If the Town staff will not support either of the two options proposed based on this write-up, provide that as a comment and we will provide the detailed analysis that is prepared specifically for the routing shown as Attachment 11 and Attachment 12, sealed by a licensed professional engineer who specializes in traffic analysis in our 3rd submittal. I have contacted the town regarding this analysis and the town has set up a meeting between town staff, homeowners, the NCDOT, and my traffic engineer for August 23, 2023. If the town does not require such analysis, please let us know. See Attachment 35 Traffic Engineer Status Update for information about analysis currently being done by our traffic engineer.

OPTION 1 Update 10/18/23: Traffic Study is complete and operationally, Option 1 is acceptable. However, with respect to horizontal alignment, the NCDOT may not allow as the angle crossing Piney Grove Wilbon is less than 90 degrees. Options proposed by the town will have the same constructability issues, and Option 2, Dual Signalization is the preferred and recommended solution.

Option 2 – Dual Signalization with offset

The Planning Board on July 25, 2023 sent a recommendation to the Town Council to look at Dual Signalization again. Dual signalization with an offset IS the PREFERRED OPTION of the petitioners. It makes the most sense with respect to land use, traffic analysis, and impact to homeowners. Dual signalization was the baseline option (Alternative 1) in the Hot Spot Study performed by Ramey Kemp and performed better than realignment with respect to Level of Service in the Hot Spot Study. In fact, this was one of the highest scoring options with respect to Level of Service in the Hot Spot Study (See Attachment 9, page 5). Moving the location of the intersection north or south a couple of hundred feet will have no impact on the operational aspects of the dual signalization traffic analysis. Our proposed routing is shown on Attachment 12. We will move the intersection about 300' north. This move accomplishes two objectives: 1) This increases the distance between the intersections from 700' to 1000' which is more in line with accepted practice. Recall that the Kimley Horn traffic engineer (Lyle Overcash) stated in the Planning Board meeting that 700' was not enough and that normally you would like 1000' and our traffic engineer confirms the greater distance is preferred, 2) Ensures that no easements are required to be obtained from Keith Henshaw or Billy Myers, who believe that the Hot Spot Study Alternative 5 should have been selected in 2019, and we would not have been impacted at all.

- a) As for existing analysis, the original Hot Spot Study first reviewed this option and from an operational perspective, as discussed previously, a move of a few hundred feet is not expected to have any significant impact on the operational analysis.
- b) Additional supporting analysis for Dual Signalization includes the TIA performed for Symphonia by Kimley Horn dated 01/11/2023 in support of Dual Signalization. See Attachment Page 3 which states:

"The signalized offset T scenario operates as well or even better than the alignment of the intersection, in addition, offset 3-leg intersections can also provide a number of advantages over a conventional 4-leg intersection, including:

- Safety

- Cost,...
- Impact to adjacent properties...
- Environmental Impacts

Therefore, it is recommended to signalize the intersection..."

As for additional supporting analysis, Kimley Horn and Associates has done a Symphonia 2031-2050 analysis that projects traffic for both the Honeycutt Rd Wade Nash Alignment and the dual signalization options out to 2050 (See Attachment 19, which is dated 06/01/23). These were obtained via FOIA requests. Attachment 19 page 2 states "Both scenarios perform well with comparable delay and level of service (better than LOS "D" with the dual signal solution actually working better than the realigned scenario. As I am not adding a subdivision or any traffic, that analysis will bound my proposal.

Dual Signalization Option - Horizontal Alignment

As for horizontal alignment and design speed, we have ensured that the radius of our curves are no tighter (our rate of change will be less) than the curves shown in the current CTP, which is based on Southwest Area Study p. 173. The current CTP configuration will only allow for a 35 mph design speed per the Symphonia TIA dated 01/11/23 (See Attachment 18, page 2), and as we have longer distance to get two curves between Piney Grove Wilbon and the point of road departure from Honeycutt, our horizontal alignment will be shown to be no worse than what is in SWAS p 173. We can assume that during the detailed final design that curves may be smoothed to allow for an increased design speed as we have more distance to work with, but this is not required at this time for such high level sketches (based on SWAS p 173 level of detail).

Final Note Regarding Dual Signalization Traffic Analysis

If the Town of Holly Springs still requires additional operational analysis or analysis of horizontal alignment, note that we have contracted with a traffic engineer who is currently working on supporting analysis for both our realignment option and our dual signalization option. That will not be available for our submittal due August 11, 2023. If the Town staff will not support either of the two options proposed based on this write-up, provide that as a comment and we will provide the detailed analysis that is prepared specifically for the routing shown as Attachment 11 and Attachment 12, sealed by a licensed professional engineer who specializes in traffic analysis for our 3rd submittal. I have contacted the town regarding this analysis and the town has set up a meeting between town staff, homeowners, the NCDOT, and my traffic engineer for August 23, 2023. If the town does not require such analysis, and the level of technical rigor is limited to that performed for SWAS p. 173 at this conceptual stage, please let us know.

Option 2 Update 10-18-23 – Traffic Study has been completed, reviewed by the Town of Holly Springs, and comments have been incorporated and re-submitted as Application # PLSS202300250. Dual signalization is the preferred and recommended option by the traffic engineer and the only option presented thus far that will meet NCDOT requirements. Petitioners request the CTP be amended accordingly.

Section 3: Parks, Recreation & Open Space / Beyond the Green: A Parks and Recreation Master Plan

This submittal makes no changes to Parks, Recreation, and Open Space.

Section 4: Community Facilities - This submittal makes no changes to Community Facilities.

Section 5: Infrastructure and Utilities - This submittal makes no changes to infrastructure and utilities. However, it should be noted that if you don't make the change, the proposed roadway will impact a variety of utilities installed during the roadway widening during the construction of Buckhorn Elementary. On the south side of Honeycutt Rd are Duke electrical power cables, Spectrum Cable, Duke gas lines, water lines, and storm drains at a minimum. Moving the proposed roadway alignment north as proposed in letters provided in Attachments 1-3 would avoid these utilities. Note also that current routing in SWAS runs through an approved and installed septic drain field.

Section 6: Natural Resources - This proposal has no impact on natural resources. The proposed routing crosses what is pasture land and crop land.

TOWN OF HOLLY SPRINGS
ZONING PETITION

DPH Appendix #A02

Supplement 18

March 2022

NEIGHBORHOOD MEETING REPORT



Before submitting an application, the Petitioner must hold at least one (1) neighborhood meeting and submit to Development Services a written summary report of the neighborhood meeting. For more information, refer to UDO Section 11.5.

☐ Neighborhood Meeting Date: 06/20/23
Time: 6:00 PM
Location: 5605 HANFORD RD
HOLLY SPRINGS, NC 27540

Notification of Owners:

1. The Petitioner or Petitioner's Agent shall prepare a Neighborhood Meeting Notification to be sent via first class mail to the owner(s) of the land specified on the Petition, owner of land within a 500 foot radius of the subject property. Mailing notices shall include surrounding property owners and property owners' associations (or equivalent). Where the tax records reflect a mailing address for an owner of property to be different than the address of the property owned, notification shall also be mailed to the address of the property itself.
2. The Notice shall include the date, time, and location of the Neighborhood Meeting; the name of the Petitioner; the location of the proposed request (address, tax property identification number, or metes and bounds description); and an explanation of the nature of the request.
3. The Notice shall be deposited in the mail not less than ten (10) days nor more than 25 days before the date of the Neighborhood Meeting.

For DS Use only

Project # _____

Date Received: _____

☐ Complete ☐ Incomplete

Prior to mailing the written notices, the applicant shall notify the Town of the scheduled meeting date and time.

☒ Date of Notification Mailing: 06/09/23

Conduct of Meetings:

At the Neighborhood Meeting, the Petitioner shall explain the proposal and petition, answer any questions, respond to concerns neighbors have about the petition and proposed resolutions to these concerns. Town Staff will not attend the Neighborhood Meeting.

Summary of Issues:

SEE PAGE AFTER ATTENDANCE SHEET.

Attach Additional Sheets as needed

Changes made to the Petition by the Petitioner as a result of the meeting:

SEE PAGE AFTER ATTENDANCE SHEET.

Attach Additional Sheets as needed

Additional attachments required for the report:

- ☒ A listing of those persons and organizations that were sent notification about the Neighborhood Meeting.
☐ A copy of the signed attendance list that includes names and addresses of those in attendance.

Neighborhood Meeting Report Prepared by:

Preparer's Signature(s)

B. Keith Herstaus

Date

07/28/23

Neighborhood Meeting Notice Mailing List

for

Honeycutt Road Wade Nash Road Realignment relocation:

Date 06/08/2023

Land That Existing CTP severely impacts as currently written

Note: Current Revision was made to impact these properties without ANY of the homeowners knowledge. This revision being requested in this CTP revision request will lessen the severe impacts of the Honeycutt Road / Wade Nash alignment on the homeowners by moving the roadway alignment to farmland as originally recommended by Ramey Kemp in the Hot Spot Study.

Billy Myers – PIN 0648700238, Address #1 - 1200 Piney Grove Wilbon, Holly Springs, NC 27540

Address #2 - Trump Engelwood Properties, 6305 People Rd, Holly Springs, NC 27540

Keith and Pamela Henshaw – PIN 0648607239, 5605 Honeycutt Rd, Holly Springs, NC 27540

Selva Mohan and Ravindra Reddy – PIN 0648706251, Address #1 – 1209 Piney Grove Wilbon, Holly Springs, NC 27540

Address #2 – Enterprise Holdings, 109 Oxyard Way, Cary, NC 27519

Danny and Emma Norris - PIN 0648702652, 5512 Quiet Glen Drive, Holly Springs, NC 27540

Charles and Felicia Smith – PIN 0648704671, 5508 Quiet Glen Drive, Holly Springs, NC 27540

Marvin Johnson and Lenora Johnson Heirs, PIN 0648706589, Address #1 - 5500 Quiet Lane, Holly Springs, NC 27540

Address #2 - 5504 Garage Lane, Holly Springs, NC 27540

Land that this CTP revision request would impact the two landowners below by moving the road back onto their farmland, as originally proposed by Ramey Kemp in the Hot Spot Study:

Nancy Holland – PIN 0648617643, 1100 Piney Grove Wilbon, Holly Springs, NC 27540

Marina Holly Springs Land where road will pass – PIN 0648715314, 0648717244, 0648708966, Address #1: 0 Honey Bee Lane, Holly Springs, NC 27540; Address #2 - MARINA HOLLY SPRINGS LLC, 4360 CH DE LA COTE DE LIESD STE 353, MONT ROYAL QC H4N 2P7, CANADA and Marina Holly Springs – PIN 0648803844, 102 W Service Rd Ste 273, Champlain, NY 12919

Possibly Impacted, but should be able to avoid:

Natalie Betts Woodson, Trustee of Natalie Woodson Revocable Trust – PIN 0648809319, Address #1: 5741 Sand Dune Way, Holly Springs, NC 27540; Address #2 - 802 Amer Dr, Ft. Washington, MD 20744

Sandra King and Stephanie Ray, PIN# 0648713533 1101 Piney Grove Wilbon, Holly Springs, NC 27540

Stephanie and Owen Ray PIN 0648717593, Address #1: 0 High Pocket Drive, Holly Springs, NC 27540

Address #2: 790 CONCOURSE VLG W APT 17G, BRONX NY 10451-3854

Homeowners or landowners within 500' of new proposed roadway location or existing CTP roadway location:

Marina Holly Springs / Symphonia Land where proposed roadway alignment will not pass through, but within 500' – PINs 0648707749 (5513 Honey Bee Lane, Holly Springs, NC 27540), 0648707818 (0 Honey Bee Lane, Holly Springs, NC 27540; Address #3 - MARINA HOLLY SPRINGS LLC, 4360 CH DE LA COTE DE LIESD STE 353, MONT ROYAL QC H4N 2P7, CANADA

Yvonne Norris and Vincent Norris, PIN 0648712067, 1125 Piney Grove Wilbon Rd, Holly Springs, NC 27540

Randolph Norris and Yvonne Beckwith Norris, PIN 0648713065, 1125 Piney Grove Wilbon Rd, Holly Springs, NC 27540

Buckhorn Creek Elementary School, PIN 0648603001, WAKE COUNTY BOARD OF EDUCATION, BETTY L PARKER, 1551 ROCK QUARRY RD, RALEIGH NC 27610-4145

HOA for Honeycutt Farms – Honeycutt Farm, 100 Headrick Road, Holly Springs, NC 27540. Address #2 Cardinal Springs Group LLC, 101 Autumn Glen Ln, Holly Springs, NC 27540

Honeycutt Farms houses:

Suresh Sivaraju, PIN 0648602744, 407 Kephart Way, Holly Springs, NC 27540

Vladimir and Yulia Tulyakov, PIN 0648602714, 405 Kephart Way, Holly Springs, NC 27540

CTP Amendment Request Front Sections

Garry and Stephanie Zaslow, PIN 0648601784, 403 Kephart Way, Holly Springs, NC 27540

Venkata Kothaluri, PIN 0648601754, 401 Kephart Way, Holly Springs, NC 27540

Natarajan Gnanavelu, PIN 0648601714, 321 Kephart Way, Holly Springs, NC 27540

Seetharaman Palanichamy, PIN 0648600784, 319 Kephart Way, Holly Springs, NC 27540 Address #2: 430 Gartrell Way, Cary, NC 27519

Soly Thomas, PIN 0648600753, 317 Kephart Way, Holly Springs, NC 27540; Address #2: 713 Nijinsky Way, Cary, NC 27519

Mayur and Disha Chauhan, PIN 0648600733, 315 Kephart Way, Holly Springs, NC 27540

Rajkumar Gunturu, PIN 0648600703, 313 Kephart Way, Holly Springs, NC 27540

AV Homes of Raleigh, PIN 0648600818, 310 Kephart Way, Holly Springs, NC 27540; Address #2 4900 N. Scottsdale, Ste 2000, Scottsdale, AZ 85251

David and Susan Lee, PIN 0648509980, 308 Kephart Way, Holly Springs, NC 27540

Sandesh Sivanandam, PIN 0648509940, 306 Kephart Way, Holly Springs, NC 27540; Address #2: 448 Bolton Grant Dr, Cary, NC 27519

AV Homes of Raleigh, PIN 0648600888, 400 Kephart Way, Holly Springs, NC 27540; Address #2: 4900 N. Scottsdale Rd, Ste 2000, Scottsdale, AZ85151

William Stancil, PIN 0648601900, 402 Kephart Way, Holly Springs, NC 27540

Bartholomew Gentile, PIN 0648601932, 404 Kephart Way, Holly Springs, NC 27540

Jason and Angel Scott, PIN 0648601954, 406 Kephart Way, Holly Springs, NC 27540

Austin Mariaantony and Sebasti Sugirtha, PIN 0648601985, 408 Kephart Way, Holly Springs, NC 27540

Thiagarajan and Parvathy Theetharappan, PIN 0648602916, 410 Kephart Way, Holly Springs, NC 27540

Omar Torres and Vilmarie Rodriguez, PIN 0648600999, 211 Raccoon Path, Holly Springs, NC 27540

Kimberly and Giancarlo Marcenaro, PIN 0648610072, 209 Raccoon Path, Holly Springs, NC 27540

Andrei Kliapets, PIN 0648610064, 207 Raccoon Path, Holly Springs, NC 27540

Notice of Neighborhood Meeting

Meeting Date: Tuesday 06/20/23

Meeting Time: 6:00 PM – 7:00 PM

Location: 5605 Honeycutt Road, Holly Springs, NC 27540 (Meeting in front yard)(Park along Honeycutt Road, in driveway, or in back yard)

Host: Keith Henshaw

Host phone number: (804) 683-4674

Host e-mail: Haysede@aol.com

Project Name: Honeycutt Road Wade Nash Road Realignment Relocation

Type of Request: Comprehensive Transportation Plan revision

Applicant Names: Keith Henshaw, Pamela Henshaw, Selva Mohan, Ravi Reddy, Billy Myers, Danny Norris, Felicia Norris

Purpose: This meeting is a requirement for a Comprehensive Plan Revision submittal.

Description of CTP Revision Request: This CTP revision requests the Town of Holly Springs move the Honeycutt - Wade Nash road alignment away from close proximity of the homes of the applicants south of the Honeycutt Road and route the road alignment to the pastureland and crop land North of Honeycutt. The requested roadway location matches the location proposed by Ramey Kemp in the Hot Spot Study. The proposed location would allow the approximately 112' wide roadway/median/bike lanes etc to remain at least 200' from ANY homes. After passing through cow pasture north of Honeycutt Road and crossing Piney Grove Wilbon, the road would pass through crop land at least 200' from any home and tie in to Wade Nash Rd near Sand Dune Way. See hot spot study drawing of route originally proposed by Ramey Kemp that is now being proposed.

PIN numbers / Addresses positively impacted:

Honeycutt Rd Wade Nash alignment homeowners that would gain relief by moving the roadway off their lots and/or away from their homes:

Keith and Pam Henshaw – PIN 0648706251, 5605 Honeycutt Rd, Holly Springs, NC 27540

Billy Myers - PIN 0648700238 – 1200 Piney Grove Wilbon, Holly Springs, NC 27540

Selva Mohan and Ravindra Reddy – PIN 0648706251 – 1209 Piney Grove Wilbon, Holly Springs, NC 27540

Danny and Felicia Norris – PIN 0648702652 – 5512 Quiet Glen Drive, Holly Springs, NC 27540

Charles and Felicia Smith – PIN 0648704671 – 5508 Quiet Glen Drive, Holly Springs, NC 27540

CTP Amendment Request Front Sections

Marvin Johnson and Lenora Johnson Heirs - PIN 0648706589 – 5504 Garage Lane, Holly Springs, NC 27540

Landowners who would have farmland impacted by the roadway relocation. Note that Honeycutt Rd / Wade Nash alignment could easily be located at least 200' from any homes.

Nancy Holland – PIN 0648617643, 1100 Piney Grove Wilbon, Holly Springs, NC 27540

Marina Holly Springs Land where road will pass – PIN 0648715314, 0648717244, 0648708966, Address #1: 0 Honey Bee Lane, Holly Springs, NC 27540; Address #2 - MARINA HOLLY SPRINGS LLC, 4360 CH DE LA COTE DE LIESD STE 353, MONT ROYAL QC H4N 2P7, CANADA

Marina Holly Springs – PIN 0648803844, 102 W Service Rd Ste 273, Champlain, NY 12919

Natalie Woodson, Trustee of Natalie Woodson Revocable Trust – PIN 0645809319, Address #1: 5741 Sand Dune Way, Holly Springs, NC 27540; Address #2 - 802 Amer Dr, Ft. Washington, MD 20744 (likely can avoid impacting this land with minor tweaks to the Hot Spot Study drawing)

Honeycutt Rd Wade Nash Road Realignment Relocation

Neighborhood Meeting Attendance Sheet

Date 06/20/23, 6:00 PM

Printed Name	Address	Phone Number	E-mail Address
KEITH KENSHAW	5605 Honeycutt Rd	(802) 683-8614	haysed@aol.com
Pamela Henshaw	5605 Honeycutt Rd	863-670-2478	gragauy@yahoo.com
DANNY HERNIS	5512 Quist Glade Dr	919 418-6273	Northside@yahoo.com
John Adcock	7429 Rouse Hwy	719 552-6600	johnadcocklawfirm.com
Natalie Woodson	802 AWCY DR. #1 Nash, MD	301-538-7866	woodsonhousenold@gmail.com
AUSTIN WARRINGTON	408 Kephart way	813-489-3704	Austinmca@gmail.com
Curtis Gautier		934-200-5540	Curtisgautier@gmail.com
Selvia Teunualapalli	4713 Brook Top Ct	919-913-3963	Selvia@blanckdall.com
Ravindra Reddy	406 Kephart way	919-800-8204	gogetnavie@gmail.com
Jason Scott	Holly Springs, NC 27540	240-498-2575	jasonh82770@gmail.com
Eric Betts	5741 Sand Pique Way 3446 Vannoy Rd 9505	510-825-9434	eric@betts.net

Honeycutt Rd Wade Nash Road Realignment Relocation

Neighborhood Meeting Attendance Sheet

Date 06/20/23, 6:00 PM

Issues / Concerns:	Person Raising Concern:	Actions taken to mitigate concerns:
Natalie Woodson – She is in support of the homeowner's application for the comprehensive plan amendment. Her only concern is that the route not disturb the family cemetery and that the family cemetery must be respected.	Natalie Woodson	Existing laws protect the cemetery and the road would not disturb the cemetery. In addition, routing proposed in the CTP amendment would increase distance from the cemetery from what was originally recommended by Ramey Kemp.



Development Services Department Corrections Notice

July 26, 2023

Applicant/Owner: Bryan Henshaw haysede@aol.com

DEVELOPMENT PETITION REVIEW	
Project Name: Honeycutt Rd/Wade Nash Rd Realignment	
Project Number: PLCPA202300150/23CPA02	
☒ 1st Review	☐ 2nd Review ☐ 3rd Review ☐ Additional Review

Staff does not expect another full review cycle to be needed; we anticipate the next submittal to be the final Official Action plan set. Please address all comments below. If all comments are not addressed, another review may be required.

To remain in this review cycle, the following items, if checked, must be included with the next submittal:

- ☐ Traffic Study, with previous review comments addressed
- ☐ Sanitary Sewer Study, with previous review comments addressed
- ☐ Fire Flow Analysis, with previous review comments addressed
- ☐ Special Use Permit Petition (\$400.00 review fee per application)
- ☐ Variance Petition (\$350.00 review fee per application, \$50.00 with SEU)
- ☐ Additional Review Fee (include fee of ½ of original petition fee with responses)

Resubmit no later than NOON on Friday following the resubmittal schedule found here: <https://www.hollyspringsnc.us/335/Forms-Review-Schedules-Fee-Sheet>

To be considered for review, your resubmittal must include:

- Written response to all comments
- Combined PDF plan set including color elevations
- Certificate of plan revisions found here:

<https://www.hollyspringsnc.gov/DocumentCenter/View/8770/9035-Certification-of-Plan-Submittals?bidId=>

CTP Amendment Request Front Sections

CTP Amendment Request Front Sections



Development Services Department Corrections Notice

FROM 1ST SUBMITTAL
BKH
10-18-23

STAFF REVIEW COMMENTS

If you have questions regarding any of the comments listed below, please contact the staff person specified.

BUILDING SAFETY & INSPECTIONS: David Ivey david.ivey@hollyspringsnc.gov ☒

☐ Additional Review required

☒ NO REVIEW REQUIRED

☐ Ready for Official Action with comments addressed

☐ Ready for Official Action

REVISION COMMENTS: N/A

DRAFT CONDITIONS OF APPROVAL: N/A

INFORMATION ONLY: The 2018 NC Building Codes were used at time of review. These comments are only for preliminary use and do not constitute final Building Code Approval.

STORMWATER: Grant Jones grant.jonesr@hollyspringsnc.gov ☒

☐ Additional Review Fee (include fee of ½ of original petition fee with responses)

☐ Additional Review Required

☐ Ready for Official Action with comments addressed

☒ Ready for Official Action

REVISION COMMENTS:

1. No comments.

DRAFT CONDITIONS OF APPROVAL: N/A

INFORMATION ONLY: N/A

PARKS & RECREATION: Matt Beard matt.beard@hollyspringsnc.gov ☒

☐ Additional Review required

☒ Greenway required

☐ Ready for Official Action with comments addressed

☒ Ready for Official Action

REVISION COMMENTS:

1. Active Transportation Improvements recommended in the CTP, such as Greenways and Sidepaths, will remain requirements for Wade Nash, Honeycutt and Piney Grove Wilbon based on the contents of this application. You don't need to make any changes, I just wanted to make this clear.

DRAFT CONDITIONS OF APPROVAL: N/A

INFORMATION ONLY: N/A



CTP Amendment Request Front Sections

Development Services Department Corrections Notice

FROM 1ST SUBMITTAL
BY 10-18-23

FIRE & RESCUE: Wayne Strickland wayne.strickland@hollyspringsnc.gov ☒

- ☐ Additional Review Fee (include fee of ½ of original petition fee with responses)
☐ Additional Review Required
☐ Ready for Official Action with comments addressed ☒ Ready for Official Action

REVISION COMMENTS:

1. No Comments.

DRAFT CONDITIONS OF APPROVAL: N/A

INFORMATION ONLY: N/A

PLANNING: Aaron Prichard aaron.prichard@hollyspringsnc.gov ☒

- ☐ Additional Review Fee (include fee of ½ of original petition fee with responses)
☒ Additional Review Required
☐ Ready for Official Action with comments addressed ☐ Ready for Official Action

REVISION COMMENTS:

1. On Page 6 of the submitted packet, it appears Mr. Henshaw signed his name in place of Ms. Natalie Woodson and Mr. Eric Betts. Each signatory should affix their own signature or provide documentation verifying that they give permission for another person to sign on their behalf.

Response: Updated signature sheet to include Natalie Woodson's and Eric Betts' signatures. Also added an additional petitioner who owns two houses and added associated signature (Felecia Smith).

2. Please complete the **Summary of Issues** and **Changes Made to the Petition by the Petitioner as a result of the meeting** sections on the Neighborhood Meeting Report form. Both of these sections are currently blank.

Response: Completed "Summary of Issues" and "Changes Made to the Petition by the Petitioner as a result of a meeting" sections on the Neighborhood Meeting Report form. It was in the package, so I added reference to where it is located on the form in the spaces that were blank.

3. Please affix your signature and date at the bottom of the Neighborhood Meeting Report form.

Response: Signed and dated the bottom of the Neighborhood Meeting form.

INFORMATION ONLY:

1. Once the applicant has satisfied all of staff's comments, the petition will proceed to the Planning Board, who will evaluate the petition and recommend approval, approval with conditions, or denial of the petition to the Town Council. Following this, the petition will proceed to Town Council for a formal Public Hearing in which a final decision to approve, approve with conditions, or deny the petition will be rendered. Town staff will handle all public noticing requirements per Section 11 of the Unified Development Ordinance.



Development Services Department Corrections Notice

FROM 1ST SUBMITTAL
BK 12/10-18-23

CIVIL IMPROVEMENTS: Catherine Jacobs catherine.jacobs@hollyspringsnc.gov



- ☐ Additional Review Fee (include fee of ½ of original petition fee with responses)
☒ Additional Review Required
☐ Ready for Official Action with comments addressed ☐ Ready for Official Action

REVISION COMMENTS:

1. Please submit the separate *Statement of Comprehensive Plan Future Land Use Plan Compatibility* as required as part of the Comprehensive Plan Amendment checklist (page 2, see below). While the statement's description (page 3, see below) is geared more towards Land Use Amendments, please adjust your statement to better fit the Comprehensive Transportation Plan Amendment being requested. This statement should explain what is being proposed and provide details as to why the amendment is preferable.

Comprehensive Plan Amendment:

The following items must be submitted with the Petition for Comprehensive Plan Amendment to be deemed a complete submittal:

- | | |
|--|---|
| ☐ Vicinity Map | ☐ Property survey/legal description (required only if request does not include the entire tax parcel) in both hard copy and digital to the FTP website in Word format. <i>Note: All legal descriptions are to contain references to inorganic monuments, and that all starting references on surveys or legal descriptions describe a course and distance from either the closest NCGS monument or Town of Holly Springs monument, regardless of the distance thereto.</i> |
| ☐ Petition Form | ☐ Neighborhood Meeting Report |
| ☐ Processing Fees (make check payable to: Town of Holly Springs) | |
| ☐ Statement of Comprehensive Plan Future Land Use Plan Compatibility | |

Statement of Comprehensive Plan Future Land Use Plan Compatibility: (Land Use Plan Amendment)

A written statement that includes a description of the proposed area for land use designation modification and its relationship to the surrounding future and existing land uses; the compatibility of the request with the vision, intent and goal of Vision Holly Springs: Town of Holly Springs Comprehensive Plan; and any other supporting information regarding the request. The statement must provide evidence on how the current land use designation is not the highest and best use for the property and that the proposed designation would result in a land use pattern that will enhance the quality of life and its appropriateness to the Town's growth and development.

Response: Previous proposal had a section titled "Future Land Use" similar to other applications I had viewed. Our section was very short as we have not recommended rezoning any land. However, as discussed, I will add a page break and bolder section heading and will expand that section as requested.



CTP Amendment Request Front Sections

Development Services Department Corrections Notice

FRM 125 VB.M JTKL 10-18-23

2. The Comprehensive Transportation Plan is a long term plan with a horizon year of 2050- therefore, please provide more specific information about how this alternative to the CTP is better/preferred than the approved alternative. This should include supportive traffic data modeled and analyzed in the long term.

Response: Section 2, Transportation / Comprehensive Plan has been updated. We discuss that we are equal or better with respect to traffic analysis, but with much less impact on homeowners. Supportive traffic analysis with a horizon year of 2050 is referenced in that section with discussion provided. Note that 2 dual signalization alternatives have been added and are discussed.

3. Please consider reorganizing your application to emphasize the *Rezoning, Comprehensive Plan Amendment, & UDO Amendment Packet*, and associated checklists. Any additional information, data and/or analysis can be added behind the checklists as organized attachments or appendices. Ultimately, it is Staff's goal to have your proposal in optimum shape before it goes before the Town Council.

Response: We have taken the Comprehensive Plan Checklist and made as the first page of the package of the Word file, and assembled in that order. I will make a single .pdf with everything from the Checklist prior to Attachment 1 and add page numbering for the front sections. That way, it will be clear what pages are the front sections before the attachments. From our comment review meeting, a primary concern was that all Attachments have headers and footers to be more clear. All Attachments now have headers, page numbering, etc. I have added many more attachments as supporting documentation.

END OF CORRECTIONS



Certification of Plan Submittal

FROM 1st SUBMITTAL
BKH 10-18-23

NOTE: THIS FORM REQUIRES THE SIGNATURE AND SEAL OF THE PROFESSIONAL ENGINEER OR LAND SURVEYOR PREPARING THE AMENDED OR REVISED PLAN

I, Bryan Keith Henshaw, CERTIFY THAT THE ONLY CHANGES MADE TO THE
PROJECT NUMBER PLCPA 202300150 PROJECT NAME HONEYCUTT RD WADE NASH ROAD
REALIGNMENT RELOCATION PLAN
THAT WAS SUBMITTED TO THE TOWN OF HOLLY SPRINGS FOR ☐ FIRST ☒ SECOND ☐ ADDITIONAL
REVIEW AND DATED 08/11/23.

- ☐ Changes requested by the Town to address plan review comments;
- ☐ Written responses provided to redline comments;
- ☒ Changes, as noted below:

Response to Planning comments:

1. Updated signature sheet to include Natalie Woodson and Eric Betts signatures. Also added an additional petitioner who owns two houses and added associated signature (Felecia Smith).
2. Completed Summary of Issues and Changes Made to the Petition by the Petitioner as a result of the meeting sections on the Neighborhood Meeting Report form. I
3. Signed and dated the bottom of the Neighborhood Meeting form.

Response to Civil comments:

1. Added/Updated the Statement of Comprehensive Plan Future Land Use Plan Compatibility.
2. Added Hot Spot Study as an Attachment, which contains summary of traffic analysis performed in support of the most recent CTP amendment. Updated Section 2 to respond to comments.
3. Added headers and footers on all Attachments. Added page numbering to front sections as a single .pdf.

Other changes - Added sketches for alignment option described in original CTP amendment request. Also added 2 options for dual signalization for consideration by the Planning department. Associated traffic analysis is also included as an Attachment. Attachments 2-9 were unchanged. Attachment 1 was updated to add much more support to argument that homeowners are being treated unfairly, and Attachments 10-38 were added to support Attachment 1 discussion. Front sections were cleaned up with Adobe headers instead of hand written, etc.

08/11/23
Date

B. Keith Henshaw
Signature





October 10, 2023

Planning Review Corrections Notice

Application #: PLSS202300250

Application Type: Special Studies

Project: Honeycutt Rd/Wade Nash Road Realignment Relocation | TRAFFIC MEMO

Submittal: 1

STAFF REVIEW COMMENTS

If you have questions regarding any of the comments listed below, please contact the staff person specified.

(FROM 2ND SUBMITTAL)
BKH
10-18-23

External Agency Review

Engineering Review Reviewed By: Catherine Jacobs catherine.jacobs@hollyspringsnc.gov

GENERAL INFORMATION

1. Please be aware that the fee for the third-party review of this document will be billed at a later time. Please return the payment as soon as possible to prevent delay in your project later in the process. All fees billed to date should be paid prior to resubmittal of this study.
2. Please be aware that this Special Study must be finalized with all review comments fully addressed prior to being scheduled for Planning Board and Town Council.

SUMMARY OF COMMENTS

1. Staff is wrapping up the review of the submittal but has received initial feedback from the Town's 3rd Party reviewer and would like to set up a meeting with the applicant team to discuss the review and next steps.
2. If any additional comments are made, a revised full list of comments will be provided in writing but to assist in moving the application forward, the following appear to be the only items that might require a revision to the report or analysis:
 - a. The report states that the two "T" intersections were coordinated in Scenario 2, however, the intersections were modeled as uncoordinated in both AM and PM scenarios with varying cycle lengths in the AM scenario.
 - b. The Recommended Lane Configurations for Scenarios 1 and 3 shown on Figure 7A include only one eastbound through lane while the expectation from the CAMPO Southwest Area Study Plan is that Wade Nash Road would be widened to four lanes by 2050. The provided 2050 Synchro files analyzed Honeycutt Road and Wade Nash Road with 2 through lanes in each direction.

END COMMENTS

Please contact Development Services Intake team at dsintake@hollyspringsnc.gov for questions regarding our submittal process and submittal fee payment



October 17, 2023

Town of Holly Springs
Development Services
128 S Main Street
Holly Springs, North Carolina 27540

**RE: Honeycutt Rd/Wade Nash Road Realignment Relocation – Traffic Memo
Response to 1st CTP Comments
SPEC-23478**

The following are the response comments for the above-mentioned project. Our response comments are in **bold**.

ENGINEERING REVIEW

Catherine Jacobs catherine.jacobs@hollyspringsnc.gov

1. Staff is wrapping up the review of the submittal but has received initial feedback from the Town's 3rd Party reviewer and would like to set up a meeting with the applicant team to discuss the review and next steps.
McAdams Response:
Accompanying this response to comments is the revised traffic study addressing all comments. Please let us know if a meeting is still necessary / being requested by the Town.
2. If any additional comments are made, a revised full list of comments will be provided in writing but to assist in moving the application forward, the following appear to be the only items that might require a revision to the report or analysis:
 - > The report states that the two "T" intersections were coordinated in Scenario 2, however, the intersections were modeled as uncoordinated in both AM and PM scenarios with varying cycle lengths in the AM scenario.
McAdams Response:
The synchro files saved and sent to the Town were an older version while the results shown in the synchro reports included in the attachments of the submitted study are reflective of the correct synchro files. The updated CTP Amendment traffic study is included with this response to comments along with a link to the correct Synchro analysis files.
 - > The Recommended Lane Configurations for Scenarios 1 and 3 shown on Figure 7A include only one eastbound through lane while the expectation from the CAMPO Southwest Area Study Plan is that Wade Nash Road would be widened to four lanes by 2050. The provided 2050 Synchro files analyzed Honeycutt Road and Wade Nash Road with 2 through lanes in each direction.

McAdams Response:

An additional through lane was added for the eastbound and westbound approaches as part of the updated traffic study for this CTP Amendment. Turn lane storage lengths for the eastbound and westbound right-turn lanes were adjusted based on the observed expected maximum queue lengths from SimTraffic simulations with this revised configuration. The westbound approach delay was reduced by approximately 1 second during the weekday AM peak hour and 4 seconds during the weekday PM peak hour due to the requested revision. Additionally, the overall delay was reduced by approximately 1 second of delay compared to the study's original overall delay.

Please see the table below for a summary of the Synchro reports attached to these comments.

CAPACITY ANALYSIS SUMMARY OF PINEY GROVE-WILBON ROAD + WADE NASH ROAD / HONEYCUTT ROAD – INCLUDED IN STUDY						
Conditions	A P P R O A C H	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Previous Synchro Report						
Build (2050)- Scenario 1 [Signalization]	EB WB NB SB	2 LT, 1 TH, 2 RT 1 LT, 1 TH, 1 RT 2 LT, 1 TH, 1 TH-RT 1 LT, 2 TH, 1 RT	D (42) B (14) D (42) C (21)	C (34)	E (56) C (29) D (35) C (34)	D (37)
Build (2050)- Scenario 3 [Signalization]	EB WB NB SB	2 LT, 1 TH, 2 RT 1 LT, 1 TH, 1 RT 2 LT, 1 TH, 1 TH-RT 1 LT, 2 TH, 1 RT	D (42) B (14) D (42) C (21)	C (34)	E (56) C (29) D (35) C (34)	D (37)
Updates to Synchro Report						
Build (2050)- Scenario 1 [Signalization]	EB WB NB SB	2 LT, 2 TH, 2 RT 1 LT, 2 TH, 1 RT 2 LT, 1 TH, 1 TH-RT 1 LT, 2 TH, 1 RT	D (42) B (13) D (42) C (21)	C (33)	E (56) C (25) D (35) C (34)	D (37)
Build (2050)- Scenario 3 [Signalization]	EB WB NB SB	2 LT, 2 TH, 2 RT 1 LT, 2 TH, 1 RT 2 LT, 1 TH, 1 TH-RT 1 LT, 2 TH, 1 RT	D (42) B (13) D (42) C (21)	C (33)	E (56) C (25) D (35) C (34)	D (37)

Result differences are shown in red.



Consideration of this response is greatly appreciated. If you should have any questions or require additional information, please do not hesitate to contact me at 919. 961. 4065.

Sincerely,

MCADAMS

A handwritten signature in black ink, appearing to read 'Nate Bouquin', written over a light blue horizontal line.

Nate Bouquin, PE, PTOE
Traffic Engineering Lead, Transportation

NB/cg

CTP Amendment Request Front Sections

Lanes, Volumes, Timings

Build (2050)

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	56	249	17	61	250	449	1777	30	148	668	571
Future Volume (vph)	176	56	249	17	61	250	449	1777	30	148	668	571
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	100		200	350		100	350		350
Storage Lanes	2		2	1		1	2		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850			0.850		0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	2787	1770	3539	1583	3433	3532	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	2787	1770	3539	1583	3433	3532	0	1770	3539	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		2862			1817			1700			491	
Travel Time (s)		55.8			27.5			25.8			7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	196	62	277	19	68	278	499	1974	33	164	742	634
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	62	277	19	68	278	499	2007	0	164	742	634
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA		Prot	NA	Free
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			Free						Free
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	14.0		7.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		14.0	21.0		14.0	21.0	
Total Split (s)	15.0	15.0	30.0	15.0	15.0		30.0	73.0		17.0	60.0	
Total Split (%)	12.5%	12.5%	25.0%	12.5%	12.5%		25.0%	60.8%		14.2%	50.0%	
Maximum Green (s)	8.0	8.0	23.0	8.0	8.0		23.0	66.0		10.0	53.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	10.0	15.4	38.2	9.4	9.5	116.7	22.8	68.2		12.0	57.3	116.7
Actuated g/C Ratio	0.09	0.13	0.33	0.08	0.08	1.00	0.20	0.58		0.10	0.49	1.00
v/c Ratio	0.67	0.13	0.30	0.13	0.24	0.18	0.74	0.97		0.90	0.43	0.40
Control Delay	64.3	47.9	24.3	53.6	53.6	0.2	51.8	39.1		98.0	21.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	64.3	47.9	24.3	53.6	53.6	0.2	51.8	39.1		98.0	21.3	0.8
LOS	E	D	C	D	D	A	D	D		F	C	A
Approach Delay		41.7			13.0			41.7			21.0	
Approach LOS		D			B			D			C	

Build (2050) Scenario 1_Update
McAdams

Synchro 11 Report
Page 1

CTP Amendment Request Front Sections

Lanes, Volumes, Timings

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: AM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	77	20	71	14	26	0	185	~777		128	201	0
Queue Length 95th (ft)	#119	47	103	39	50	0	245	#992		#262	255	0
Internal Link Dist (ft)		2782			1737			1620			411	
Turn Bay Length (ft)	200		300	100		200	350			350		350
Base Capacity (vph)	294	474	965	151	303	1583	737	2063		182	1739	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.67	0.13	0.29	0.13	0.22	0.18	0.68	0.97		0.90	0.43	0.40

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 116.7

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 33.1

Intersection LOS: C

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Ø1 17 s	Ø2 73 s	Ø4 15 s	Ø3 15 s
Ø5 30 s	Ø6 60 s	Ø8 15 s	Ø7 15 s

CTP Amendment Request Front Sections

Lanes, Volumes, Timings

Build (2050)

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	54	390	25	77	121	215	1016	32	249	1791	253
Future Volume (vph)	193	54	390	25	77	121	215	1016	32	249	1791	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	100		200	350		100	350		350
Storage Lanes	2		2	1		1	2		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frnt			0.850			0.850		0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	2787	1770	3539	1583	3433	3522	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	2787	1770	3539	1583	3433	3522	0	1770	3539	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		2862			1817			1700			491	
Travel Time (s)		55.8			27.5			25.8			7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	214	60	433	28	86	134	239	1129	36	277	1990	281
Shared Lane Traffic (%)												
Lane Group Flow (vph)	214	60	433	28	86	134	239	1165	0	277	1990	281
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA		Prot	NA	Free
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			Free						Free
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	14.0		7.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		14.0	21.0		14.0	21.0	
Total Split (s)	15.0	15.0	16.0	15.0	15.0		16.0	56.0		34.0	74.0	
Total Split (%)	12.5%	12.5%	13.3%	12.5%	12.5%		13.3%	46.7%		28.3%	61.7%	
Maximum Green (s)	8.0	8.0	9.0	8.0	8.0		9.0	49.0		27.0	67.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	10.1	12.5	22.4	9.7	9.7	115.9	11.1	54.8		24.5	68.2	115.9
Actuated g/C Ratio	0.09	0.11	0.19	0.08	0.08	1.00	0.10	0.47		0.21	0.59	1.00
v/c Ratio	0.72	0.16	0.80	0.19	0.29	0.08	0.73	0.70		0.74	0.96	0.18
Control Delay	67.1	51.0	51.4	54.5	54.2	0.1	65.9	28.7		55.6	35.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	67.1	51.0	51.4	54.5	54.2	0.1	65.9	28.7		55.6	35.5	0.2
LOS	E	D	D	D	D	A	E	C		E	D	A
Approach Delay		56.1			25.0			35.0			33.8	
Approach LOS		E			C			D			C	

Build (2050) Scenario 1_Update
McAdams

Synchro 11 Report
Page 1

CTP Amendment Request Front Sections

Lanes, Volumes, Timings

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	85	23	147	20	33	0	94	381		201	748	0
Queue Length 95th (ft)	#139	45	#239	51	60	0	#151	490		290	#963	0
Internal Link Dist (ft)	2782			1737			1620			411		
Turn Bay Length (ft)	200		300	100		200	350			350		350
Base Capacity (vph)	298	392	539	155	306	1583	327	1664		445	2118	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.72	0.15	0.80	0.18	0.28	0.08	0.73	0.70		0.62	0.94	0.18

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 115.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 36.9

Intersection LOS: D

Intersection Capacity Utilization 81.5%

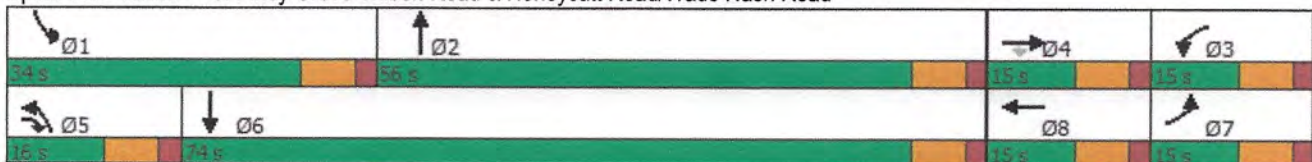
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road



CTP Amendment Request Front Sections

Lanes, Volumes, Timings

Build (2050)

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	56	249	17	61	250	449	1777	30	148	668	571
Future Volume (vph)	176	56	249	17	61	250	449	1777	30	148	668	571
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	100		200	350		100	350		350
Storage Lanes	2		2	1		1	2		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850			0.850		0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	2787	1770	3539	1583	3433	3532	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	2787	1770	3539	1583	3433	3532	0	1770	3539	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		568			1400			1091			1263	
Travel Time (s)		11.1			21.2			16.5			19.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	196	62	277	19	68	278	499	1974	33	164	742	634
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	62	277	19	68	278	499	2007	0	164	742	634
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA		Prot	NA	Free
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			Free						Free
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	14.0		7.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		14.0	21.0		14.0	21.0	
Total Split (s)	15.0	15.0	30.0	15.0	15.0		30.0	73.0		17.0	60.0	
Total Split (%)	12.5%	12.5%	25.0%	12.5%	12.5%		25.0%	60.8%		14.2%	50.0%	
Maximum Green (s)	8.0	8.0	23.0	8.0	8.0		23.0	66.0		10.0	53.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	10.0	15.4	38.2	9.4	9.5	116.7	22.8	68.2		12.0	57.3	116.7
Actuated g/C Ratio	0.09	0.13	0.33	0.08	0.08	1.00	0.20	0.58		0.10	0.49	1.00
v/c Ratio	0.67	0.13	0.30	0.13	0.24	0.18	0.74	0.97		0.90	0.43	0.40
Control Delay	64.3	47.9	24.3	53.6	53.6	0.2	51.8	39.1		98.0	21.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	64.3	47.9	24.3	53.6	53.6	0.2	51.8	39.1		98.0	21.3	0.8
LOS	E	D	C	D	D	A	D	D		F	C	A
Approach Delay		41.7			13.0			41.7			21.0	
Approach LOS		D			B			D			C	

Build (2050) Scenario 3_Update
McAdams

Synchro 11 Report
Page 1

CTP Amendment Request Front Sections

Lanes, Volumes, Timings

Build (2050)

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	77	20	71	14	26	0	185	~777		128	201	0
Queue Length 95th (ft)	#119	47	103	39	50	0	245	#992		#262	255	0
Internal Link Dist (ft)		488			1320			1011			1183	
Turn Bay Length (ft)	200		300	100		200	350			350		350
Base Capacity (vph)	294	474	965	151	303	1583	737	2063		182	1739	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.67	0.13	0.29	0.13	0.22	0.18	0.68	0.97		0.90	0.43	0.40

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 116.7

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 33.1

Intersection LOS: C

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

↙ Ø1 17 s	↑ Ø2 73 s	↘ Ø4 15 s	↙ Ø3 15 s
↘ Ø5 30 s	↓ Ø6 50 s	← Ø8 15 s	↘ Ø7 15 s

CTP Amendment Request Front Sections

Lanes, Volumes, Timings

Build (2050)

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	54	390	25	77	121	215	1016	32	249	1791	253
Future Volume (vph)	193	54	390	25	77	121	215	1016	32	249	1791	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	100		200	350		100	350		350
Storage Lanes	2		2	1		1	2		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850			0.850		0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	2787	1770	3539	1583	3433	3522	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	2787	1770	3539	1583	3433	3522	0	1770	3539	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		568			1400			1091			1263	
Travel Time (s)		11.1			21.2			16.5			19.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	214	60	433	28	86	134	239	1129	36	277	1990	281
Shared Lane Traffic (%)												
Lane Group Flow (vph)	214	60	433	28	86	134	239	1165	0	277	1990	281
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA		Prot	NA	Free
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			Free						Free
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	14.0		7.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		14.0	21.0		14.0	21.0	
Total Split (s)	15.0	15.0	16.0	15.0	15.0		16.0	56.0		34.0	74.0	
Total Split (%)	12.5%	12.5%	13.3%	12.5%	12.5%		13.3%	46.7%		28.3%	61.7%	
Maximum Green (s)	8.0	8.0	9.0	8.0	8.0		9.0	49.0		27.0	67.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	10.1	12.5	22.4	9.7	9.7	115.9	11.1	54.8		24.5	68.2	115.9
Actuated g/C Ratio	0.09	0.11	0.19	0.08	0.08	1.00	0.10	0.47		0.21	0.59	1.00
v/c Ratio	0.72	0.16	0.80	0.19	0.29	0.08	0.73	0.70		0.74	0.96	0.18
Control Delay	67.1	51.0	51.4	54.5	54.2	0.1	65.9	28.7		55.6	35.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	67.1	51.0	51.4	54.5	54.2	0.1	65.9	28.7		55.6	35.5	0.2
LOS	E	D	D	D	D	A	E	C		E	D	A
Approach Delay		56.1			25.0			35.0			33.8	
Approach LOS		E			C			D			C	

Build (2050) Scenario 3_Update
McAdams

Synchro 11 Report
Page 1

CTP Amendment Request Front Sections

Lanes, Volumes, Timings

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	85	23	147	20	33	0	94	381		201	748	0
Queue Length 95th (ft)	#139	45	#239	51	60	0	#151	490		290	#963	0
Internal Link Dist (ft)		488			1320			1011			1183	
Turn Bay Length (ft)	200		300	100		200	350			350		350
Base Capacity (vph)	298	392	539	155	306	1583	327	1664		445	2118	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.72	0.15	0.80	0.18	0.28	0.08	0.73	0.70		0.62	0.94	0.18

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 115.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 36.9

Intersection LOS: D

Intersection Capacity Utilization 81.5%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

 Ø1			
34 s	56 s	15 s	15 s
 Ø5			
16 s	74 s	15 s	15 s



Certification of Plan Submittal

NOTE: THIS FORM REQUIRES THE SIGNATURE AND SEAL OF THE PROFESSIONAL ENGINEER OR LAND SURVEYOR PREPARING THE AMENDED OR REVISED PLAN

I, Bryan Keith Henshaw, CERTIFY THAT THE ONLY CHANGES MADE TO THE
PROJECT NUMBER PLCPA 202300150 PROJECT NAME _____ PLAN _____
THAT WAS SUBMITTED TO THE TOWN OF HOLLY SPRINGS FOR ☐ FIRST ☐ SECOND ☒ 3rd ADDITIONAL
REVIEW AND DATED 10/18/23.

- ☐ Changes requested by the Town to address plan review comments;
- ☐ Written responses provided to redline comments;
- ☒ Changes, as noted below:

Response to Civil comments:

1. There was only one comment on the 2nd submittal, and that was an inquiry as to whether the applicants wanted to move forward to Planning Board and Town Council with or without a traffic study. We have submitted the traffic study as a "Special Study" under Application #: PLSS202300250. Comments on the study from the town have been received and the traffic study has been resubmitted with all comments addressed by the traffic engineer. Please move this CTP Amendment and the associated Traffic Study forward to Planning Board and Town Council at earliest convenience.

Other changes made:

1. Updated signature sheet to remove William Myers, as that parcel has been sold to Bryan Keith Henshaw.
2. Completed Summary of Issues and Changes Made to the Petition by the Petitioner.
3. Updated Vicinity Maps. In recent meetings with town (Chris Hills and Beth Goodson), a presentation was shown and it only showed the petitioners as requesting an alignment. The previous submittal discussed both an alignment and dual signalization. No graphic for dual signalization was shown in Chris Hills presentation, and that is our preferred option. Vicinity maps are updated to clearly show the two options presented by the petitioners. Checklist page and petitioner's response updated to reflect the vicinity map change, and clearly show dual signalization as the preferred alternative based on the traffic study with the realignment also being an alternative. Impacted pages 1-3, 5-6, 10, 16-18, 33-45.

10-18-23

Date

B. Keith Henshaw

Signature

(Seal)



ATTACHMENT 1

COMPLAINT

FROM HOMEOWNERS IMPACTED BY HONEYCUTT RD WADE NASH REALIGNMENT

Document Layout

This document will be organized as follows:

Front Sections - Pages 1 and 2 – Document Layout, Executive Summary, Suggested Options for Honeycutt Rd Wade Nash Realignment, and List of Impacted Homeowners

Section 1 - History of Events YR 2011 – Jan 2019 (Pages 3 -7) – This portion of the document will lay out the history of events associated with Honeycutt Rd Wade Nash Rd realignment from 2011 through January 2019. These events will be referred to in later sections.

Section 2 – History of Events YR 2019 to present (Pages 7- 12) This portion of the document will lay out the history of events associated with Honeycutt Rd Wade Nash Rd realignment from 2019 to present. These event will be referred to in later sections.

Section 3 - Perceived unethical behavior (Pages 12-16) This portion of the document will summarize areas that we believe are unfair and/or unethical with respect to activities of town staff, influential landowners, and developers associated with selecting the current Honeycutt Rd Wade Nash Rd realignment routing location.

Section 4 - Proposed Resolution – (Page 16) This section will layout avenues where we believe the Town of Holly Springs and impacted homeowners can negotiate to avoid litigation, unnecessary bad press, and construction delays.

Section 5 – Partial Timeline of Events (Pages 16-17)

Section 6 – A little information about impacted homeowners and a plead for decency (Page 18)

NOTE: Prior to reading this letter, it is recommended that you read two previous letters sent to the Planning Board members and the Planning Department on October 24, 2022 via e-mail. Reading these two letters will provide background information and additional details and photos. The first letter was dated October 24, 2022 from Homeowners affected by the Honeycutt Rd / Wade Nash Rd alignment to Planning Board and Town Council Members (7 pages). The second letter was dated 11/18/22 from Keith Henshaw to the Planning Department (14 pages). These letters have been attached to this Comprehensive Transportation Plan Amendment Request as Attachment 2 and Attachment 3 for ease of retrieval.

However, this write-up provides much more information and names Honeycutt Farms as a key reason behind actions taken by the town with respect to route selection. This letter builds on those two letters and adds additional support that the previous revision to the Honeycutt Rd Wade Nash road alignment as issued in the previous CTP revision should NOT have been approved and that change should be disallowed or revised away. The routing should revert to the original Hot Spot Study Alternative 5 recommendation made by Ramey Kemp (north of Honeycutt) since Alternative 5 is what Ramey Kemp recommended before being asked to change their recommended location during a January 24, 2019 meeting with the Town of Holly Springs (See Attachment 4). Routing would need slight adjustment at

Honeycutt Farms due to construction and to minimize impact to Natalie Betts Woodson/Eric Betts' property east of Symphonia (See Attachment 11). Another solution is proposed as Attachment 12 (Dual Signalization with offset).

Executive Summary:

This document will serve as the primary basis for homeowner opposition to the current CTP plan for Honeycutt Rd Wade Nash realignment routing, and as opposition to Symphonia rezoning prior to resolving our realignment concerns. The homeowners applying for this CTP amendment believe they are being treated very unfairly with respect to the way the Honeycutt Rd Wade Nash Rd Realignment routing had been determined prior to the Southwest Area Study. In short, we will show that the Town of Holly Springs had a predetermined route for the Honeycutt Road Wade Nash realignment that dates back to at least 2015. This is prior to the Hot Spot Study that was initiated in 2018, and prior to the issuance of the Southwest Area Study that was issued in 2019. The Town had chosen the realignment route to match the Vision Holly Springs drawing shown as Attachment 29. The Town provided guidance to homeowners and developers from 2015 – 2019 as if this Vision Holly Springs was a finalized route, but the route was flawed as it passed through three homes. The required study to determine the final route (SWAS) was not issued until 2019. From 2015, the Town of Holly Springs was issuing guidance on what they expected at the time, which was a flawed drawing. However, when the Hot Spot Study was performed by Ramey Kemp in 2018, the consultant was required to consider the current landscape at the time of the study including homeowners' locations at that time. Ramey Kemp had to consider goals of the study such as minimizing impact to existing homeowners. New homes had been built. Also, there were three homes that either the town had expected developers to buy, OR they missed these homes when they developed the Attachment 29 Vision Holly Springs drawing. The homes that the town likely expected to be purchased by the developer still had homeowners in them who had not sold to developers due to the low-ball offers from developers. When the Hot Spot study was complete, none of the five alternatives recommended in the Hot Spot Study aligned with the town's predetermined route per Attachment 29 (Vision Holly Springs). The consultant was then directed to change a key report (SWAS study) to obtain the Honeycutt Rd Wade Nash realignment route that more similarly matched the route the town desired during a meeting with the town staff. Without revising the Hot Spot Study, SWAS study p. 173 then incorporated the town's desired realignment route. The SWAS was intended to incorporate the unbiased results of the Hot Spot Study, but instead provided an alternative route that was similar to the 2015 Vision Holly Springs drawing (Attachment 29). The SWAS study was the study that was supposed to be performed by unbiased independent parties with an objective being to minimize impact to homeowners. The reason for these change from Hot Spot Study recommendations to what is included on SWAS p173 was to allow subdivisions that had been in discussion between the release of the 2015 Vision of Holly Springs route drawing and the date of the SWAS study (April 2019) to move forward. This would allow the most housing units to be built, in turn allowing the town to collect the most fees in lieu, regardless of impact to homeowners and the foreseeable result that they would lose their land via eminent domain in the future. This is considered manipulation of a key report and should invalidate any future eminent domain claims against our land. Other injustices that followed will also be described in this document.

Suggested Honeycutt Rd Wade Nash Rd Alignment Options for Resolution:

This document serves as the basis for our CTP amendment request to choose one of the following options:

- a) modify the Honeycutt Rd Wade Nash Rd realignment routing per Attachment 11

OR

- b) to use dual signalization using Honeycutt Rd routing shown on Attachment 12

Homeowners adversely impacted

Note: 10 homeowners listed represent 7 homes:

Keith Henshaw
Pamela Henshaw
William Myers
Ravindra Reddy
Selva Mohan
Danny Norris
Emma Norris
Natalie Betts Woodson
Eric Betts
Felicia Smith

Section 1 – Details of what occurred – 2013 - January 2019:

History 2013 through January 2019 –

The Town of Holly Springs issued a revision to the CTP in 2013. Nowhere in the 2013 CTP is a detailed routing for the Honeycutt Rd Wade Nash realignment provided. In 2015 (based on date in file name), a document called Vision Holly Springs was issued and is a supplement to the CTP. In this Vision Holly Springs document, it is clear that the Town of Holly Springs had predetermined a route for the Honeycutt Rd Wade Nash realignment at least as early as 2015. Note that this routing was long before the formal Southwest Area Study (issued in 2019) with analysis that looked at best routing and least impact to the existing homeowners. See Attachment 29 to this CTP amendment request for the Vision Holly Springs drawing. Note that this is a supplement to the Holly Springs Comprehensive Plan (amended supplement #4), but does not appear to be an attachment to the Comprehensive Transportation Plan. This drawing shows Honeycutt Rd being **fixed** west of Piney Grove Wilbon, with the only change being to widen the Honeycutt Road to 4 lanes. There is a new road / extension shown East of Piney Grove Wilbon that connects to Wade Nash. From 2015, the town was directing actions of developers and landowners per this drawing based on that routing expectation. What is shown on the drawing is what the town expected going forward at that time. However, note that east of Piney Grove, that route would pass through three houses (Danny Norris, Felecia Smith, and Johnson heirs (which is Felecia Smith)).

Lots of development activity occurred in the area from 2015 to 2019. Based on actions taken, it appears that Mr. Tim Honeycutt was well aware of the realignment plans. He sold the 10 acres at the corner of Pine Grove Wilbon and Wade Nash to Selva Mohan. That is land that the alignment routing would pass through in the current CTP, issued in YR 2022 with basis for route being Southwest Area Study (SWAS) page 173. Mr. Honeycutt was taking actions in 2008 that would have indicated that he wanted to develop the property (See Att. 26) and although this land was directly adjacent to Symphonia subdivision that he would later initiate, he wisely sold that land. Being aware of the coming realignment, Mr. Honeycutt also began to make plans to develop land around the alignment. He is listed as a landowner/applicant on the Honeycutt Farms subdivision rezoning application (signed September 7, 2016), with M/I Homes being the developer. This subdivision is west of Buckhorn Creek Elementary School on Honeycutt Rd. The TIA for Honeycutt Rd Assemblage (Honeycutt Farms) was used as input to the Hot Spot Study (See Attachment 38). This shows the town, RKA, and CAMPO were aware of plans for Honeycutt Farms at the time of the SWAS study. Mr. Honeycutt is also listed as a landowner applicant on the Symphonia subdivision with Marina Holly Springs. Marina Holly Springs began purchasing land for the Symphonia subdivision in 2017. That land is East of Piney Grove Wilbon, near the Honeycutt Rd Piney Grove Wilbon intersection. Note that Marina Holly Springs appears to be a shell corporation formed in 2017, dissolved in 2019 once Symphonia land purchases were complete. The corporation was reinstated in 2023 when 6 years of annual reports were submitted on the same day. This reinstatement in March of 2023 is most likely in response to Attachment 3, page 6 which is a letter we homeowners sent to the Town of Holly Springs on November 18, 2022 stating the corporation was administratively dissolved. Nothing Mr. Honeycutt, M/I Homes, or Marina Holly Springs is being called out as improper here. We are just trying to establish that the realignment of Honeycutt Rd Piney Grove Wilbon Road from Vision Holly Springs, as shown on Attachment 29, was known and was being acted upon by local developers. The Zoning Process requires pre-application meetings and therefore the Town knew about and approved Honeycutt Farms subdivision for which the rezoning application was submitted in 2016. As Tim Honeycutt is associated with both Honeycutt Farms and Symphonia, and since land purchases for Symphonia began in 2017, it is also likely that the Town of Holly Springs knew about development plans for Symphonia in 2017 as the land for the subdivision was being purchased. The town would either know about Symphonia through the meetings with the Planning Dept (such as the meetings I had with Planning Dept personnel pre-purchase of my land to discuss intended use). The town would also be engaging with Honeycutt Farms through the typical pre-application meetings and likely had conversations with people associated with both subdivisions. Note that Honeycutt Farms was under construction in 2019. Nothing in this paragraph is being called out as improper. This is just to establish what is occurring in the area.

Keith Henshaw bought land and built a house in 2015. Note that his land at the time was unaffected by the Honeycutt Rd Wade Nash road realignment, as the Honeycutt Rd portion of the road was intended to be fixed (See Attachment 29) and all alignment was intended to occur on the East side of Piney Grove Wilbon. See also Attachment 3, page 2 through 6 for a detailed look at all the actions taken by Keith Henshaw to obtain input from the Town and DOT before developing his land. He then worked with the town to develop his land, obtain many permits and then established landscaping, etc based on guidance provided by the town in 2015 and the DOT in 2017 that his land would be unaffected by any realignment other than possible widening. The NCDOT, in 2021 still believed this to be true (all alignment was expected to be to the East of Piney Grove Wilbon). See Attachment 30 for evidence.

Ramey Kemp was asked by CAMPO to conduct a Hot Spot Study in 2018 and the results were presented to the town in January 2019. Some things had changed between 2013 and January 2019 (when the Hot Spot Study recommendations were made) and some things the town and developers expected to happen did not. For example, Attachment 29 shows the extension running due east from the intersection of Honeycutt / Piney Grove Wilson. If you go due east, you pass through three homes (Danny Norris, Felecia Smith, and Johnson heirs which is Felecia Smith). Either the town did not see these homes when the Vision Holly Springs drawing (Att. 29) was made (engineering error), or the homes were known about and it was expected those homeowners would sell to the developer. The developer did approach the homeowners of all three homes and his offer was rejected as a low-ball offer. The offer made was an offer to cover the land only, as the house would be bulldozed (per conversation with Felecia Smith). In addition, Keith Henshaw had built a home as described above at 5605 Honeycutt Rd. If Honeycutt Rd were to no longer be fixed West of Piney Grove Wilbon and Honeycutt Rd shifted to the south to avoid the three homes, then three additional homes (Billy Myers, Selva Mohan, and Keith Henshaw) would be affected (as shown in SWAS p173), bringing the realignment into very close proximity to six homes. Ramey Kemp, as an independent consultant could see all this, and having an objective of the SWAS and Hot Spot studies to minimize impact to homeowners (SWAS p. 156), when Ramey Kemp came forth with their Hot Spot Study suggestion in a January 24, 2019 meeting with the town, running through all these houses was not an option suggested by Ramey Kemp. CAMPO and Ramey Kemp came to Town Hall on January 24, 2019 to present the Hot Spot Study. Jessica McClure (Ramey Kemp Associates) presented the Hot Spot (See Attachment 9 for Hot Spot Study and see Attachment 4 for agenda and associated e-mails), but Ramey Kemp was told to re-route alternative 5 to run South of Honeycutt Rd. This put the routing right on top of six people's homes to save units in the planned subdivisions (Honeycutt Farms and Symphonia). The Hot Spot Study was never revised and none of the routes shown in the Hot Spot Study were used in the SWAS study. Instead, a route south of Honeycutt Rd, as shown on SWAS page 173 was used, even though it does not match any of the routings from the Hot Spot Study. See Attachment 9 for the Hot Spot Study, Alternative 5 Realignment option proposed by Ramey Kemp. Please review all five options proposed in Attachment 9. Note that on Page 5 of the study, realignment was not even the best option with respect to traffic flow (level of service). Page 5 of the Hot Spot Study shows the Peak Weekday PM Level of Service. An "A" is best traffic flow and and "F" is worst traffic flow. It can be seen that Alternatives 1 – Baseline (dual signalization) and Alternative 2 – Align Piney Grove Wilbon scored the highest for best traffic flow. However, neither option was chosen. Neither matched the Vision Holly Springs (Att. 29). Also Alternative 2 would have impacted Tim Honeycutt's personal property. Note that this is one of the applicants on both the Honeycutt Farms and Symphonia subdivisions. Alternative 5 – Realign Honeycutt Rd and Wade Nash WAS selected, but the route in the Hot Spot Study is not used. Ramey Kemp, in their Hot Spot Study had proposed a different routing for the realignment (Alternative 5) than what is shown in the Vision Holly Springs document, and that route by Ramey Kemp was intended to minimize impact to homes.

THIS WAS THE "OH CRAP!!!" MOMENT FOR THE TOWN. They had predetermined the route in 2015 prior to a SWAS-like study, and their preferred route was NOT shown as any of the five options that Ramey Kemp had recommended in the Hot Spot Study due to impact to homes. Furthermore, the town had been working with developers on subdivisions. Honeycutt Farms was already under construction. Recall that per Attachment 38, the TIA analysis from Honeycutt Road Assemblage (Honeycutt Farms) was used as input into the Hot Spot study, so everyone was aware of those plans. Symphonia was most likely

already discussed between the developer and town based on the dates of land purchases in i-maps, and the same landowner being shown on both the Honeycutt Farms and Symphonia zoning applications. (See Attachment 3 page 6 of 14 showing that 4 parcels purchased by developer for Symphonia in 2017, one already owned by the landowner applicant, and the remaining four parcels being purchased in 2019 as SWAS was finalized). The town really wanted the realignment per the Vision Holly Springs Att. 29 drawing, but the realignment in the Ramey Kemp study shown as alternative 5 (See Attachment 9) would have ran through Honeycutt Farms housing units that were planned to be built North of Honeycutt Rd. See Attachment 22 for sketch showing Hot Spot Study Alternative 5 routing overlay on subdivisions and showing the road running through the future (planned but not yet built) Honeycutt Farms and also through the Symphonia subdivision.

Note: Beth Goodson was aware that the Vision Holly Springs drawing (Att. 29) did not work as drawn as early as 2018, when Selva Mohan asked questions in an effort to develop his land on the corner of Wade Nash / Piney Grove Wilbon. See Attachment 31 Sketch that Beth Goodson provided to Selva Mohan. As you can see, this does not match Attachment 29 that shows Honeycutt Rd having a fixed western leg for the extension, and it does not have nearly the impact as Attachment 10 shows. This was just something to appease the landowner while Holly Springs figured out what to do in the future. This may have been the town's original "Oh Crap" moment when they realized the Vision Holly Springs routing could not be implemented as shown with a fixed Honeycutt Rd western leg, and three homes interfered with the eastern leg of the realignment.

Comprehensive Transportation Plan, Amendment #1 is dated July 2013 and review of the document shows listed as participants on the development are Gina Clapp, Kendra Parish, and Beth Goodson (See Acknowledgment page before Table of Contents). The Vision Holly Springs document has no cover sheets with date of issuance or participants, but the file name is dated 06/15/2015. See Attachment 4, pages 6 and 9 for participants at the January 24, 2019 meeting between Ramey Kemp, CAMPO and the town. In the meeting were Gina Clapp, Kendra Parish, and Rachel Jones. Note that both Gina Clapp and Kendra Parish are listed in the CTP 2013 version and likely involved with the Vision Holly Springs drawing shown as Att. 29. At a minimum, they were aware of it. On January 24, 2019, a recommendation was made to change Alternative 5 to a completely new routing that is very similar to the Attachment 29 Vision Holly Springs drawing. However, since Keith Henshaw had built a home, and since three homeowners that the Town had assumed would not be there were still there (either missed these houses or assumed homeowners would sell), the town had to propose an absolutely ridiculous realignment which was incorporated into the Southwest Area Study as p. 173 (See Attachment 10 for that page with homeowner names added). See Attachment 35 for preliminary assessment by a traffic engineer that the road cannot be built as shown and meet NCDOT requirements. This action initiated January 24, 2019 and incorporated into the SWAS April 2019 was intended to fix the issues for the time being just to say the roadway was anywhere except on the Honeycutt Farms and Symphonia land to keep things moving (construction at Honeycutt Farms and rezoning for Symphonia). This would allow everything to progress towards the Vision Holly Springs Att. 29 drawing. Then with all construction complete, the town would be able to obtain easements using eminent domain.

Please understand that the original Ramey Kemp alternative 5 presented to the town in the Hot Spot Study on January 24, 2019 ran through cow pasture and crop land (See Attachment 9, Alternative 5).

The Honeycutt Farms units built north of Honeycutt Rd, shown as being impacted by Ramey Kemp's original Alternative 5 (see attachment 22) **WERE NOT BUILT** at the time. This impacted building with about 20 units of town homes begins with 301 Kephart Way to the West and runs to 407 Kephart Way to the East end. Those units obtained certificates of occupancy being issued between December 2021 and July 2022. If construction started January 2021, that is still two years after the Ramey Kemp study and five years after Honeycutt Farms rezoning. The point is that if the town wanted realignment, there was a clear option to choose Alternative 5 AS SHOWN in the original Ramey Kemp Hot Spot Study as the option having the least impact to homeowners, using cow pasture and crop land and the ability to remain well away from any homes. The decision to NOT accept that Ramey Kemp realignment option (Hot Spot Study Alternative 5) was clearly driven by the desire to build as many homes as possible and make as much money for the developer and town as possible (through fees collected). Note that the Ramey Kemp Alternative 5 option would have only ran anywhere near two houses, and minor adjustments could have been made to put at least 200' between the 112' right-of-way and homes. Even with no changes to the routing shown, Alternative 5 would have clearly had the least impact to homeowners. We consider the interference with Ramey Kemp's Hot Spot Study recommendations to align with the town and developer preferences a manipulation of a key study to benefit developers and town with adverse consequences to landowners (foreseeable future loss of land).

Section 2 – History of events that have happened from 2019 – present:

The SWAS is dated 06/28/2019. The SWAS was presented to Town Council on July 16, 2019. Sean Ryan has indicated that after the January 24th meeting, the Attachment 27 flyer went out on social media. I received the flyer from Sean Ryan via e-mail. This April 23, 2019 meeting shown on the flyer is the only public meeting with a date that falls between the January 24, 2019 meeting where the Hot Spot Study recommendations were presented and the 06/28/2019 date on the SWAS.

Three years after the initial Hot Spot Study for the Honeycutt Rd Wade Nash Realignment was performed, homeowner (Selva Mohan) discovered the CTP revision and the SWAS study that served as its basis. He alerted Keith Henshaw to the fact that SWAS page 173 had a road running diagonally through his front yard, side yard, and back yard. After reading the SWAS, Keith Henshaw requested a copy of the referenced Hot Spot Study from Sean Ryan and received a copy via e-mail on 09-13-23. As Keith did not believe that SWAS p173 could be real and did not believe someone could route a road through his yard without contacting the landowner, they set up a meeting on October 27, 2022 to discuss with the town staff. The SWAS routing was real, and Henshaw, Mohan, and Ravindra Reddy were told that we could object to impacts on our properties in two ways 1) Through stating objection to the subdivision rezoning at the Planning Board meetings and Town Council meetings, or 2) by applying for a Comprehensive Plan Amendment. See Attachment 16 for documentation where John Schifano (town attorney) sent the Comprehensive Plan forms. We are currently doing both paths.

PREVIOUS DECISION MAKERS MAY HAVE BEEN GIVEN FALSE INFORMATION REGARDING THE ADOPTION OF THE SWAS STUDY IN 2019, IMPACTING THE CTP REVISION ISSUED IN 2022.

I had a follow-up discussion on the previous CTP revision (issued 2022) with John Schifano (town lawyer) in early January 2023 regarding the revision to the Comprehensive Transportation Plan that was made to move the Honeycutt Rd Wade Nash alignment into my yard per SWAS page 173 (and into the yards and in close proximity of other homes) rather than adopt the location shown in the Ramey Kemp Hot Spot Study, Alternative 5.

During the conversation with John Schifano, I asked “Why would the town process a Comprehensive Transportation Plan revision that moved the proposed roadway from cow pasture and crop land as recommended by the Ramey Kemp Hot Spot Study and into my front yard, through Selva Mohan’s house and within 100’ of the three homes on Quiet Glen Drive when the stated purpose of the study was to minimize impact on homeowners?” John responded that he was told at the time that “It was through my yard or through three houses.” I stated that couldn’t be farther from the truth and decision makers received bad information. The original route shown in Hot Spot Study Alternative 5 could stay away from ALL homes by several hundred feet when routed North of Honeycutt Road per the Hot Spot Study. John said that if that was indeed true, then I should pursue a Comprehensive Transportation Plan revision, and it would likely be approved. John said that if they had indeed not chosen the path of least impact, that I may be reimbursed the \$700 fee. Please note that we homeowners are requesting a reimbursement of the \$700 fee based on information presented in this Attachment 1.

So first, let’s look at Ramey Kemp’s Hot Spot Study Alternative 5 drawing in the vicinity maps as well as Attachments 5, 6, and 7 which show the dimensions I am referring to, as you read the following. As you travel east down Honeycutt, the road veers north through Mrs. Holland’s cow pasture (1100 Piney Grove Wilbon). There is a wooded buffer between this roadway and the homes of Honeycutt Farm and that buffer would be several hundred feet. Obviously, there are no homes in the cow pasture and the next homes encountered would be as you cross Piney Grove Wilbon. The road passes between Mrs. Holland house to the North (on west side of Piney Grove Wilbon) and a brick home at 1125 Piney Grove Wilbon (Yvonne and Vincent Norris) that is south of the planned road alignment (east side of Piney Grove Wilbon). I measured the distance between the southern edge of Mrs. Holland’s house (1100 Piney Grove Wilbon) and the north edge of the home at 1125 Piney Grove Wilbon with a surveyor’s wheel and determined the clear distance between the homes to be 665 ft (See attachment 5 for home locations and dimension). Therefore, there is plenty of room to have the roughly 112’ wide roadway right-of-way pass at least 200 feet from either home. The proposed roadway then passes across a bean field east of Piney Grove Wilbon that contains no homes, then through a thin strip of trees on a hill, and enters into another beanfield that connects with Wade Nash to the south. As the roadway turns south towards Wade Nash, the nearest home to the roadway would be a home at the sharp curve on Sand Dune Way (Natalie Betts Woodson’s) and the last house on Quiet Glen Drive (Felecia Smith). There is 850’ between these homes, and there is 550’ from the home on Sand Dune Way to the where the trees start as you move West to the other side of the beanfield. See Attachment 6 for home locations and dimensions. Therefore, the roadway can easily be at least 200-300’ from the home on Sand Dune Way. Therefore, the statements made to Mr. Schifano that it was “my yard or through three homes” are patently false when compared to Hot Spot Study alignment routing. If decision makers used that information as Mr. Schifano did, they were deceived. To add support to this statement, read the next section below which discusses the route that was chosen.

The Southwest Area Study DID NOT choose the path of least impact to the homeowners, which was the primary goal of the study.

The routing chosen and placed in the last Comprehensive Plan revision is NOT the path of least impact to homeowners. As discussed in the previous letters, the chosen path in the current CTP runs about 30' from the northeast corner of my home (5605 Honeycutt Rd) crossing diagonally through my front yard, side yard, and back yard before splitting Billy Myers land in half, running through Selva Mohan's house and running about 100' from three homes on Quiet Glen Drive (See Attachment 2 letter, page 5 along with the routing shown on the vicinity map and also see Attachment 7 drawing with detailed dimensions in the area). Six homes would be significantly impacted by routing on SWAS p. 173. Considering the information presented above, the original routing recommended by Ramey Kemp in the Hot Spot Study Alternative 5 (North of Honeycutt Rd) clearly has less impact to homeowners. This change certainly appears to have been made for the benefit of developers such as M/I Homes (Honeycutt Farms which was under construction in areas outside of the Alternative 5 path south of Honeycutt Rd, with plans to build in areas along the Alternative 5 path north of Honeycutt Rd), and Marina Holly Springs who began acquiring the land for the subdivision in 2017 (based on records in iMaps) and for the benefit of well connected landowners who were partnering with the developers of Symphonia subdivision (i.e. Tim Honeycutt who partnered with Marina Holly Springs on Symphonia).

Town Attorney (John Schifano) suggested working with subdivision attorneys to find mutual resolution. This has been done and good alternatives were found. Then the town undermined the solutions.

When the SWAS routing was questioned by the homeowners in October 2022, the town attorney (John Schifano, who sincerely tried to help), recommended to Keith Henshaw to reach out to the attorneys for the subdivisions to try to find a routing more acceptable to the homeowners. John Schifano provided the e-mail addresses for the subdivision attorneys. After e-mailing with some proposed solutions, one attorney (Jason Barron) called Keith Henshaw, listened to the problem and potential solutions. This is documented in Attachment 16 e-mail string. Documentation shows that Jason took action on Keith's suggestion to try to resolve the issues using dual signalization. A new Rezoning Application was done by the Symphonia project, and a new TIA supporting an option less disruptive to the homeowners was performed (for dual signalization). Later in 2023, without telling the homeowners, documentation shows that the town directed the developer to withdraw the petition for a CTP amendment for dual signalization (See Attachment 20), and Symphonia also had to revise their rezoning application that had been written to support dual signalization. The rezoning application and TIA were replaced with versions that supported realignment through the homeowner's yards again at the direction of the town. Note that the town had been provided with analysis that would support either realignment or dual signalization through Year 2050, with the document stating that dual signalization performs better (see Attachment 19). At this point, in response to FOIA requests the town appears to have provided misinformation to homeowners requesting information. In response to Keith Henshaw's request for the latest TIA, he was provided with a TIA dated 08/2022 when another TIA dated 01/23 was in the town's possession. If you look at the two TIAs, the 08/22 dated TIA says that there is not enough room for dual signalization and recommends realignment (see Attachment 17), where the 01/23 TIA states that 700' is sufficient distance for dual signalization (See Attachment 18) and works better than realignment. These documents appear to be in conflict. The town and developer appear to have provided misleading information to the Planning Board on 07/25/23. In response to the Planning Board question on if dual signalization was an option or if the distance was too close, the response was that they needed about 1000' feet for dual signalization. Misinformation may have been presented to the Planning Board as

Attachment 18 and 19 support dual signalization through Year 2050 with the conclusion that dual signalization performs better.

Lack of Due Process

The town was also working with the developer in 2023 to present routing options at a Planning Board meeting (07/25/23) that were not recommended/driven by CAMPO (See Attachment 15), that impacted homeowners who were not even impacted by the route currently shown in the CTP and SWAS study (Natalie Betts Woodson and Eric Betts). This is further violation of due process. Now that a high level overview has been presented, we can get into the details.

Furthermore, the road as proposed on SWAS p. 173, which was incorporated into the Comprehensive Transportation Plan CANNOT be built as shown, and engineers have told the town. The Town of Holly Springs should not move forward knowing that the alternative selected and placed in the Comprehensive Transportation plan is not a feasible alternative and cannot be built. It also violated UDO requirements at the time. As stated, this was just a way to get the road out of the way to move the subdivisions forward.

First, as a licensed Civil Engineer in the state of North Carolina, I can tell you that putting the four horizontal curves as shown in SWAS, p. 173 which was later incorporated into the CTP cannot work as shown. The design speed of the roadway would be too low for its intended purpose. Planning board members do not need to take my word for it. See Attachment 18 TIA for Symphonia which shows the road cannot meet the required 45 mph design speed. Then see Attachment 35 where our traffic engineer also says the SWAS p. 173 alignment will not meet NCDOT requirements. Also, the lawyer for Symphonia (Jason Barron) contacted me in late November 2022 after I met with town Planning members in October 2022. John Schifano had encouraged myself and Selva Mohan to contact the attorneys for the subdivisions to try to find a mutually agreeable solution. Myself and Selva Mohan had expressed our objections to the roadway realignment in the meeting with the town (Oct 2022), and Jason Barron called me (Keith Henshaw) to see if I would accept the dual signalization option from the Hot Spot Study. On that call, he said that the transportation engineers for Symphonia had determined that the design speed of the roadway as shown in SWAS p. 173 would be too low and they would recommend dual signalization in their TIA. In addition to Jason Barron's statement to me, Selva Mohan (one of the applicants on this submittal) also met with the town regarding development of his land. His transportation engineer also told the town that the road as shown in the CTP and the SWAS would not work as shown due to design speed issues. They also were proposing dual signalization in their TIA. If the town knows that what is shown for a road routing, passing through our land south of Honeycutt Rd is not feasible, and since Alternative 5 in the Hot Spot Study was the previously chosen alternative, the Town of Holly Springs should immediately revise the CTP to show the roadway alignment north of Honeycutt Rd as there are no identified technical concerns with that routing. Jessica McClure (Ramey Kemp) consultant is on record stating that moving the roadway north or south between the two locations has no impact on her operational analysis (See Att. 4, pages 1 and 10). Alternative 5 in the Hot Spot study is actually output from the analysis software. The SWAS p. 173 does not have a similar drawing, as the analysis was not re-ran to move the light to the south. No additional analysis was done to move it south, and therefore none would be required to move it north as we are requesting. Also, our

preferred alternative would be the dual signalization with offset per Attachment 12, which we believe is an even better alternative.

Developers, Attorneys, and Town appear to be making last minute changes that are inconsistent with what they previously told landowners, and trying to sneak the changes past the homeowners who have previously expressed opposition.

As stated above, the lawyer for Symphonia (Jason Barron) had told me that his subdivision would recommend dual signalization in their TIA, and I told him on the phone this would likely be acceptable to me, but I wanted the details and wanted the CTP revision complete prior to rezoning. That information was relayed to the other homeowners. Symphonia even submitted the TIA to the town recommending two traffic lights, and I have the page from that TIA submittal (See Att. 18). I have been e-mailing Sean Ryan each month since November to see when Symphonia would come to planning, as I wanted to see what was being proposed, and I didn't want to be a barrier IF Symphonia had submitted the CTP revision with the rezoning request, AND the impacts to the landowners turned out to be minimal. Also during my meeting with the Town of Holly Springs, I was encouraged to use the planning and zoning process to voice any concerns. I asked about the CTP revision request, but the town encouraged me to use the zoning process and express concerns at the Planning Board or Town Council meetings. Now Symphonia is changing their submittal at the last minute to remove the dual signalization and the parallel CTP revision without letting any of the homeowners know. If the argument is that Symphonia has nothing to do with the CTP revision, from information presented above that is obviously false. The Hot Spot Study Alternative 5 alignment was moved from their land to ours. Therefore, the homeowners are submitting this CTP amendment request and request that the town let this CTP revision request be heard BEFORE allowing any rezoning of Symphonia or 1100 Piney Grove Wilbon. Otherwise, we homeowners would suffer irreparable harm by taking away the routing option that ran through Symphonia.

As stated in previous letters, I am also in disbelief that the town made the previous change to the CTP without making direct notification to ANY of the landowners. The town attorney is on record via e-mail that all laws were followed and social media, town web pages, and newspaper notifications met all requirements, and he may be correct. However, I do want to document that NO impacted homeowner or nearby landowner was directly notified of the previous CTP change, even if a four lane highway ran across their land in close proximity to their homes. Also, I have requested the newspaper article from both the Town and CAMPO and it has not able to be located, indicating that it did not happen (See Att. 38). Even then, we believe that direct notification of those directly impacted should have been made.

Setbacks - The roadway shown in SWAS, page 173 did not meet the setback requirements that existed in the UDO at the time of the change. Page 2.01-3 shows the setback distance as 100' for a major road like NC 55 Bypass, and the Attachment 29 shows both roadways with the same designation (Existing Major). The space between the roadway cross section and my home is about 25-30 feet. There is not enough physical space in my front yard, as that would have required 100' for the setback and another 130' for the 112' wide road passing at the angle shown. That would require about 230' and it is only 190 feet from my house to roadway centerline. Also, the road would fill up my whole front yard and run through my septic drainfield (See Attachment 24) Also, the setback requirements would not be met when you pass by the homes of Selva Mohan, Danny Norris, Felecia Norris (2 homes) and possibly Billy Myers (See tight spacing shown in Attachment 7). Again, my belief is this change from north of Honeycutt to South

of Honeycutt was just a quick move made by Ramey Kemp at the request of the town to get the roadway off property for which a subdivision was in the works.

For these reasons, I am submitting this CTP revision asking that the roadway be updated to show the Honeycutt Rd Wade Nash road alignment at the Ramey Kemp recommended Hot Spot Study location shown as Alternative 5 (modified as required to account for Honeycutt Farms construction complete and to minimize impact to Woods / Betts property (see Attachment 11 for potential routing). As an alternative, Attachment 12 dual signalization with offset option would be acceptable to the homeowners.

Note: The homeowners are not against the developments and understand that the developers can request a future change to the CTP that minimizes impacts on their development plans. However, after our CTP amendment request is approved to put the roadway north of Honeycutt, we ask that any future CTP amendment requests solicit and incorporate input from the impacted homeowners in the area. If they want to change the CTP, they should have engineers perform a well thought out design. What is currently included for the Honeycutt Rd Wade Nash alignment that came from SWAS page 173 was NOT engineered. It was just moved via a .pdf mark-up tool after being requested to change it during a meeting with the Town of Holly Springs, in order to say the road is not running through Symphonia so that the subdivision could get approved. No thought was put into this design. If the road is not on the subdivision land, the developer can say the CTP has nothing to do with them and move forward. But it is perfectly clear to me that this roadway was moved from their land to support the Honeycutt Farms construction efforts and the Symphonia subdivision rezoning application.

The rezoning of Symphonia (Sand Dune Way) or 1100 Piney Grove Wilbon (Shenandoah Homes) should NOT occur until this CTP revision request review is complete, as the rezoning and subsequent development of the subdivision land would NOT allow the road to be rerouted back to the original Hot Spot Study Attachment 5 recommended location (North of Honeycutt) as we homeowners have requested, if it is found that my request is justified.

Note that we are NOT trying to stop the subdivision development, but first want the CTP revisions complete that reduce impact on the homeowners land in the vicinity to occur, with sufficient detail for homeowners to understand the impact of the CTP revision on their land, PRIOR to any nearby rezoning occurring. If the Ramey Kemp Hot Spot Study Alternative 5 (North of Honeycutt) is NOT acceptable to the developers, that does not mean the subdivisions are dead. But those developers should carry the burden of processing and getting a Comprehensive Transportation Plan revision approved **PRIOR** to rezoning the land to be used for the subdivisions (Symphonia and 1100 Piney Grove Wilbon / Shenandoah Homes) OR the town can approve this request to resolve the issues. As stated previously, an alternative solution may be dual signalization at Honeycutt Piney Grove Wilbon and at Wade Nash Piney Grove Wilbon as I have previously discussed with Jason Barron (Symphonia) with the discussion being at the recommendation of John Schifano (town attorney). That CTP revision by the developers should solicit and incorporate input from ALL impacted homeowners with detailed drawings of the area surrounding the Honeycutt Wade Nash intersection, with attempts to negate or minimize the impact to the homeowners properties.

Section 3 – PERCEIVED UNETHICAL BEHAVIOR

In summary, we believe that influential landowners, town staff, and developers have a relationship such that information is shared that might not otherwise be available to the public. Then these groups appear to have colluded to select roadway locations that minimize impact to lands on which they plan to develop, by shifting the roadways to area homeowner land. This enriches those parties making the decisions (town and developers) while leading to a taking of the homeowner land. This is done in order to maximize units of dwellings to be built and enrich the developers and the town and influential individuals. After revision of the CTP without homeowner awareness, the developers work with the town to rezone the land of influential people and developers. Then the subdivisions are built eliminating other roadway options other than through the homeowners land. This sets up a foreseeable situation where the town can seize the land under eminent domain. The required studies for CTP revision which are supposed to be independent and fair are being manipulated by the town staff. Then the studies are suppressed and hidden. The CTP is updated in a manner where a reviewer cannot see the changes without the supporting studies which are hidden. Then the rezoning occurs without homeowner knowledge of the impact to their land from the revised CTP. Once the subdivisions are built, the town can then claim eminent domain for the future roadways and without any other available options, the town wins the eminent domain case.

However, one possible defense against eminent domain is a manifest abuse of discretion (abuse of power). We homeowners feel this applies to our case based on the following perceived unethical behaviors:

1. **On January 24, 2019, the town manipulated a key study by exerting undue influence on the study results (Hot Spot Study / SWAS process), resulting in foreseeable adverse impacts (loss of property) to area homeowners at a later date – This is the first occurrence of manipulation of a study.**

Ramey Kemp Associates was asked by CAMPO to perform the Hot Spot Study for the Honeycutt Rd Piney Grove Wilbon and Wade Nash Piney Grove Wilbon area. Ramey Kemp and CAMPO presented the Hot Spot Study recommendations to the town staff on January 24, 2019 at Town Hall. The Hot Spot Study that was presented is included as Attachment 9. Note that this is the only revision of the Hot Spot Study. Prior to incorporating into the SWAS, Ramey Kemp was asked during the meeting with the town to change the recommended route for Alternative 5 to a route south of Honeycutt Rd (such as what is shown on SWAS p 173). The town put their finger on the scale and manipulated the recommended routing to maximize the units of housing that could be built at the expense of the homeowners. This was a study that was intended to maintain fairness and transparency. The taking of land of the homeowners by eminent domain in the future was a foreseeable consequence. See Attachment 22 that shows Hot Spot Study Alternative 5 routing impact on both Honeycutt Farms subdivision and Symphonia subdivision. Note that Honeycutt Farms land was rezoned in 2016, but the construction started on the south side of Honeycutt. The TIA for the Honeycutt Road Assemblage (Honeycutt Farms) was used as input into the Hot Spot Study (Att. 38), so the town, CAMPO, and Ramey Kemp were aware of the Honeycutt Farms plans. At the time of the Hot Spot Study (January 2019), there were no housing units built in the Honeycutt Farms area that the Alternative 5 routing would pass through. As for Symphonia, land purchases were occurring starting in 2017 (See Attachment 3 page 6), so actions were being taken to create the subdivision, but zoning had not yet occurred. Tim Honeycutt was a major landowner for both the Honeycutt Farms and the Symphonia

subdivisions and is listed as a landowner applicant on both rezoning packages. This is the same William T Honeycutt whose family Honeycutt Rd is named after and Honeycutt Farms subdivision. The move benefitted the town in terms of fees-in-lieu to be collected, benefitted the developer/wealthy landowners ability to build more units. Eminent domain may be an acceptable tool in certain circumstances, but not when studies intended to maintain fairness and transparency have been manipulated to skew results in favor of the Town and Developers and then have the information hidden from the citizens and affected homeowners.

2. Suppression of studies / providing vague information/ refusal to provide information:
 - a. The SWAS study is not available on the town web site, though it is signed by the engineer April of 2019 and went to Town Council July of 2019. There is discussion of SWAS being done on the web site, but nothing about it being finished or where to find it. Selva Mohan paid a lawyer to dig up a copy of the SWAS that we have. See Attachment 10 for SWAS p173 routing with homeowner names shown in the impacted area.
 - b. The Hot Spot Study is not available on the town web site and no apparent way to find it. We obtained a copy by requesting it from Sean Ryan, after a question and answer session with town staff. We did not know of its existence until August 2022 after Selva Mohan obtained the SWAS.
 - c. See Attachment 32 where town will not provide responses to straight forward questions about processes and impacts on our homes. Answers to most questions were not even discussed during the meeting, and those questions that were discussed had very vague answers such that we requested a more formal written response for clarity. Response was refused.

Information was hidden or suppressed so that impacted homeowners would not know about these impacts until after subdivision approval and construction, with the intent to later use eminent domain to seize homes and property of the landowners to install roadways at a future date.

3. Vague CTP revision - With the SWAS and Hot Spot Study out of site, the CTP was revised in a manner where no one could see the changes. The only item updated in the CTP to address this study with respect to Honeycutt Rd Wade Nash is one page that I have included as Attachment 28. I challenge you to find the Honeycutt Rd Wade Nash realignment. I could not until I had seen SWAS p173 which is not available on the town web page as of 07/31/23.

4. Manipulation of Studies

In addition to item 1, at the planning board, representatives of the Town and/or the developer appear to have misrepresented themselves. When a planning board member asked about dual signalization being an option at 07/25/23 meeting, it was stated that 750' was not enough distance and they needed about 1000'. The Town had a traffic analysis in their possession that states that 700' is sufficient distance, dual signalization works better than realignment, and the analysis is good through 2050. Also, when asked what CAMPO recommended it was stated that CAMPO recommended what is in the SWAS. That is a half-truth, as CAMPO and Ramey Kemp came to town hall to recommend what is in the Hot Spot study on January 24, 2019. What is in

the SWAS study was after Ramey Kemp was asked to reroute Alternative 5 from the Hot Spot Study to run through homeowner yards and away from subdivisions.

When asked for the latest version of the TIA through a FOIA request, an 08/2022 version was provided to Keith Henshaw rather than the later 01/2023 version of the TIA.

Town had in its' possession two versions of the Symphonia TIA, one that says there is not enough distance between existing traffic lights for dual signalization, and another that says there is plenty of distance currently and dual signalization works better than alignment. Then the document that meets the preferred narrative is being presented at meetings.

Town nixed recommendations regarding dual signalization that were presented by Symphonia in rezoning application and associated TIA without telling homeowners, and tried to advance an alternative routing to the Planning Board, ignoring solutions previously presented by homeowners and developed and presented by Symphonia which may have solved the problems of the homeowners.

5. Lack of Due Process – The town knew in 2019 routing selected wasn't the path of least impact to the homeowners. The town did not notify ANY of the homeowners who were directly impacted. Now, the Town and Developer are working together and proposing to set aside land for a road on land belonging to Natalie Betts Woodson and Eric Betts without Natalie or Eric's knowledge. This was discussed at the July 25, 2023 Planning Board and drawings were presented in that meeting for this purpose. The Town and Developer have colluded to avoid due process with respect to notification of homeowners of impact on their land, while advancing an option with clear adverse consequences to Natalie Betts Woodson and Eric Betts.
6. Unequal access – After the initial meeting with Town in October 2022, the town would no longer talk to homeowners to discuss potential solutions. We had to pay \$700 and bring a CTP amendment request to talk. Meanwhile, the developer is openly working with the Town to develop solutions that are in their best interest without impacted homeowner notification or request for any input. In fact, the routing presented at July 25, 2019 reserves land of homeowners who are not currently affected by the CTP SWAS p. 173 routing (Woodson and Betts). This routing is done without CTP revision, without notification to homeowners that it is being discussed, and without CAMPO involvement.
7. Structure of Planning Board and Town Council – The structure does not allow for meaningful discussion. It only allows three minutes per person prior to the presentation by developers. The process does not allow for Public comment to address any statements made by the presenters on the agenda. For example, Public comment appears before the Zone Map Petition on the Agenda for the July 25th Planning Board meeting that we attended. There was no provision for us to address (on the spot) anything in Symphonia's presentation that was not accurate and that was questionable such as the offer to set aside land that was not theirs to offer, or to discuss exactly what Ramey Kemp and CAMPO originally recommended to Town staff.

Conclusion: We believe the decisions are being primarily driven by what can make Land Developers, Influential Landowners, and the Town of Holly Springs the most money by building the most housing

units. In following this objective, the town staff has violated due process as well as manipulated studies intended to bring fairness and transparency to the route selection process. Instead, town staff have steered the consultants towards a routing more consistent with the objective to maximizing building units which benefits the developers and the town. A primary objective of the SWAS study was to minimize impact to existing homeowners, and that goal has been completely disregarded. Once these studies were issued, the studies that supported the routing decision were suppressed. With the supporting documents hidden, the CTP was then revised in a very vague manner such that homeowners would not realize their land would be impacted even if they looked at the CTP. The goal appears to have been to get the rezoning done and units built before anyone knew what was happening. It was foreseeable that once the developments were complete, eminent domain could be used if required to seize the land of the homeowners and put the roadway where the town and developers wanted it to avoid losing units in their developments. Although we understand that when there is no other option, eminent domain can be used, we do not believe that is currently the case. The town knows other options exist (wide open farmland), and is not taking action to use the other available options. Instead, there appears to be a conspiracy to take existing homeowner land and avoid impact to developer land.

Section 4 – PROPOSED RESOLUTION

Litigation is always the last option, as you just don't know what the judge will decide. Negotiation should always be the first option. To avoid litigation, homeowners would accept the following actions.

1. Town accept one of the two options proposed as Options a) and b) on page 3. Either of the options chosen should be the long term solution and incorporated into the CTP. Option selected must be the long term solution and any reference of a realignment through the homeowner yards at a later date (such as was incorporated from SWAS p. 173 and into the CTP) must be removed from the CTP and any other associated documents. Otherwise, our rights to use our land and develop as we see fit are taken away from us, while the developer who has had the roadway removed from his land by not choosing Hot Spot Study Alternative 5 is allowed to use his land as he chooses.
2. Written confirmation that the CTP will not be revised back to run through our land after the subdivisions are built (i.e. construction of Symphonia, Cass Holt Crossings, 1100 Piney Grove Wilbon, and new Pulte Homes subdivision on Wade Nash). This can't be a situation where the CTP is revised and later reverted back to the town and developers version to run through our yards after construction is complete.
3. Town of Holly Springs to commit to do an internal review of processes and personnel that led to the situation where homeowners find out three years after a study is performed and adopted to run a major road through their land without their knowledge, and then after being called out on it, the town tries it a second time (Woodson/Betts property) without any notification or CAMPO involvement/direction. The process concerns are that the CTP is being revised without homeowner knowledge or consent. The town should not limit notification to be through social media and other indirect communication. If you are changing the CTP to run through someone's land, the homeowners should be notified and allowed to contest the change BEFORE the CTP is revised and adopted. We had to notify everyone within 500' for this CTP change request and the

town should be held to the same standard as the residents. If current processes allow such indirect communication, this should be changed. We need commitment to real reform in the processes, culture, and possibly personnel. We homeowners would like to see a copy of the report with recommended corrective actions documented with proof of its implementation.

NOTE: We are not lawyers, but if we can't get resolution soon to our satisfaction in writing, we may have an attorney look into whether conspiracy to commit fraud against the landowners has occurred, because to us it certainly appears that there has been.

Section 5 – PARTIAL TIMELINE OF EVENTS:

2008 – Deputy Attorney General settles with William Tim Honeycutt regarding Beckwith and Ballentine Cemetery attempted removal, in order to avoid criminal prosecution. See Attachment 26 for letter from Deputy Attorney General. The cemetery is located at 1209 Piney Grove Wilbon, now owned by Selva Mohan and Ravindra Reddy on the corner of Piney Grove Wilbon and Wade Nash (relevance explained in document).

June 2011 - First CTP adopted, then revised 2013. No route for Honeycutt Rd Wade Nash alignment is included at that time.

2015 – Henshaw buys vacant property at 5605 Honeycutt and discusses plans to build on this lot with the Town of Holly Springs. CTP, UDO were reviewed. There was no route shown for Honeycutt Rd Wade Nash realignment at that time in the CTP or UDO. The route for the realignment had not yet been selected. Hot Spot Study done in future year 2018 is when route selection effort begins, and route was decided in 2019.

2015 – Selva Mohan and Ravi Reddy purchased 10 acre parcel on corner of Piney Grove and Wade Nash Rd from Tim Honeycutt. Then Selva Mohan paid for removal of the Beckwith and Ballentine Cemetery.

September 7, 2016 – Tim Honeycutt signed zoning application for Honeycutt Farms subdivision, in partnership with M/I Homes.

2017 – Henshaw sells easement to WCPSS after making changes in road routing to avoid septic drain field and after discussions with DOT about future road plans. 50' from CL was deemed to be sufficient unless the right turn lane extended back on my land and then there may be a few feet on the taper for the turn lane.

2017 – Marina Holly Springs began to acquire four parcels of land that would later become part of the Symphonia subdivision rezoning application. Marina Holly Springs is the partner with Tim Honeycutt on the Symphonia subdivision.

May 2018 – Keith Henshaw moved into his home at 5605 Honeycutt Rd.

August 2018 – Buckhorn Creek school construction completed and school opened. No Honeycutt Farms construction yet at this time, other than possible site prep south of Honeycutt.

2018 - Hot Spot Study initiated (per Sean Ryan e-mail, study was initiated October 2018)

January 24th, 2019 – Hot Spot Study was presented by CAMPO and Ramey Kemp to town staff at Town Hall. Ramey Kemp was requested to change to a routing that was not one of the five original alternatives recommended. Alternative 5 was changed to run south of Honeycutt Rd and through several people's yards instead of North of Honeycutt Rd through cow pasture and crop land.

April 23, 2019 – Only meeting with public that occurred after January 24th Hot Spot Study to town staff and prior to Town Council (See Attachment 27). Most don't search social media regularly and if they did they likely would not know what www.swastudy.com means. No direct notification was made to any of the homeowners regarding routing of highway within a few feet of their homes.

July 16, 2019 – SWAS p. 173 realignment presented to Town Council in presentation.

2019 – 2020 – Honeycutt Farms construction began somewhere at this time SOUTH of Honeycutt Rd

December 2021 – July 2022 – Certificates for units between 301 Kephart Way through 407 Kephart Way issued. Honeycutt Farms Units North of Honeycutt Rd, but on southeast portion of the subdivision adjacent to Mrs. Holland's field (1100 Piney Grove Wilbon) were completed. Construction start on these particular units can be assumed to be approximately one year earlier, so full year 2021 for construction.

Friday, August 19, 2022 - a neighbor notified me of the SWAS study that would run the realignment through my yard at 5605 Honeycutt.

Section 6 – A little information about the homeowners and a plea for decency

Black History (Woodson, Betts, Norris) - Take a minute to consider the façade the town creates versus the actions they take. On the Town of Holly Springs web page is a link to a "Black History Tour". That is included as Attachment 23. If you look at the picture on the Black History Tour, you will see the grandparents of Natalie Betts Woodson and Eric Betts. The routing you selected cuts land in half that has been in their family for well over a hundred years, running the road almost right through the family cemetery. Also in the Black History Tour, you will see many references to the Norris and Johnson names. Felecia Smith, whose home was intended to be bulldozed by the developers (based on her conversation with the developer) has parents with the Johnson name. Her father was a Johnson. The Norris name also frequents those pages. Danny Norris' family is also amongst the homes that the new proposed roadway routing was to run through in the Vision Holly Springs document, but now will have the roadway right-of-way just outside his door. The latest proposal from the town and developer during the 07/25/23 Planning Board meeting (modified from SWAS p. 173) has the road right of way running 49' from his porch if you center the 112' right of way between his porch and that of Selva Mohan. The very people that built this town and that the town is supposed to show reverence for are getting screwed over by the Honeycutt Road Wade Nash realignment routing, and nobody cares to listen to any alternative proposals or work with us to find a mutually acceptable alternative. The only proposals being given serious consideration are the ones that come from the developer.

Keith Henshaw – People have plans for their land when they purchase it, and those plans should not be altered because the town later decides to put a subdivision across the street. Keith purchased a 4.5 acre

parcel of land in 2015 and offset his house on the lot with plans to build a house later for his aging mother who is 75 years old. The lot and planned uses were discussed with the Town and I was told the worst expected impact was widening Honeycutt Rd to 50' from highway CL. Now the town wants to run road diagonally across my land impacting property 250'-300' from the property corner and running through where he wanted to build a house for his mother. Meanwhile, 90 acres of undeveloped farmland exists in the area where the road could run. It is unfair that you take from his 4.5 acres so the developer can put 4 houses per acre to enrich the town and developer, when the road could run through the farmland which is not yet rezoned.

Homeowners are opposed to "setting aside" our land - Homeowners are opposed setting aside our land for future roadways. In the Planning Board meeting 07/25/23, the town and developers discussed no impact until 2045 from using two traffic lights, and setting aside our land for a future roadway alignment. This reserving of our land for roadways blocks us homeowners from using our land as we choose for a roadway that may or may not ever be built. We would not be able to build anything where the roadway was to pass in the future. If the town wants to set aside any land for the roadway, do it on the wide open farmland now before the subdivisions are built and stay away from our homes.

Bryan Keith Henshaw
5605 Honeycutt Rd.
Holly Springs, NC 27540

October 14, 2022

To: Planning Board Members and Town Council Members

From: Homeowners affected by Honeycutt Rd / Wade Nash Rd alignment shown in the Southwest Area Study dated June 28, 2019, as follows:

Keith Henshaw (5605 Honeycutt Rd)
Pamela Henshaw (5605 Honeycutt Rd)
Billy Myers (1200 Piney Grove Wilbon)
Selva Mohan (1209 Piney Grove Wilbon)
Ravindra Reddy (1209 Piney Grove Wilbon)
Danny Norris (5512 Quiet Glen Drive)
Emma Norris (5512 Quiet Glen Drive)

On Friday, August 19, 2022, I (Keith Henshaw) was notified of the Southwest Area Study dated 06/28/2019 that contains this photo of the plan to realign Honeycutt Rd and Wade Nash Rd (Ref. page 173, Figure 8-17, Piney Grove at Wade Nash Improvements). This was incorporated into the new Comprehensive Transportation Plan in 2022. My house is shown on the left. Also shown are homes of Selva Mohan and Ravindra Reddy, Billy Meyers, and Danny and Emma Norris.



We are requesting a change to the Comprehensive Transportation Plan to eliminate the impact of the Honeycutt Road / Wade Nash Road alignment on our homes.

Brief History

November 2018 the Southwest Area Study was initiated. Hot Spot studies were performed for several intersections and were used as input to the Southwest Area Study. One of the objectives of the SWAS was to minimize impact to homeowners (page 156 states "an effort has been made to avoid existing homes"). SWAS page 156 states that "each Hot Spot was discussed with the appropriate municipalities to engage staff in the process of selecting a preferred alternative." CAMPO initial recommendations were presented to the public on April 23, 2019 in a public meeting. There were five alternatives, with Alternative 5 from the initial recommendations being shown below.

SEE
CORRECTION
PAGE 8.

BKH 06/11/23



Note that the town's method of communication for the meetings was flyers and social media. No direct communication with impacted homeowners was made. None of the homeowners were aware of any of

these meetings or studies at the time. However, this initial recommendation did not impact any homes as route was through cow pasture and cropland and away from houses.

After the initial recommendations were reviewed and after getting feedback from the town, the selected option was none of the five original recommendations in the Hot Spot Study. Alternative 5 was modified to instead of running through cow pasture and crop lands and away from homes, Alternative 5 was updated to run through people's yards.

Original Alternative 5 would have run through the areas shown in photos below, well away from homes:



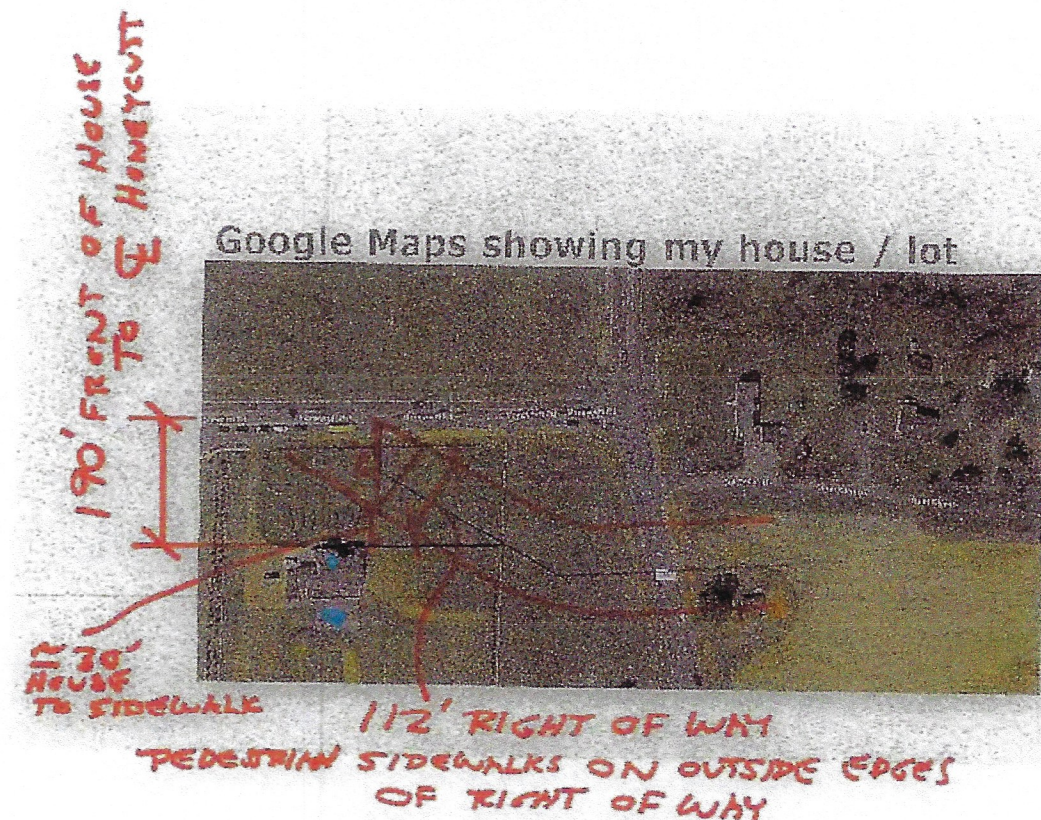


Instead of routing through the farmland shown as originally recommended, Alternative 5 was revised prior to issuance of the SWAS on June 28, 2019. No response from the town has been provided on who requested CAMPO to make the change or why. Also, no response from CAMPO has been provided as to who requested the change and why OR who the engineers were who were involved in the original Hot Spot Study and the modified Alternative 5 shown in the SWAS dated June 28, 2019.

The actual impact to homeowners is much worse than shown on the photo on page 1. Note that the per Sean Ryan, Town Planning Manager, road will be:

76' wide
112' right of way
23' median
(4) 12' lanes

Right of way includes things such as pedestrian sidewalks, plantings, etc. The pedestrian sidewalks are on the extreme outside on both sides of the right of way. See sketch below showing impact.



This plan will result in the sidewalks being approximately 30' from my house (5605 Honeycutt Rd) and I will have a large 4 lane highway and sidewalks occupying the majority of my front yard. The roadway will enter my back yard about 250-300' from the property corner running through my vinyl fence, pass through my side yard by my bedroom window, and enter my front yard at an approximate 32 degree angle from existing Honeycutt Rd. The road will then pass through my septic drainfield area and gas lines. Approximately 150 trees and bushes that my wife and I planted based on prior guidance by the Town and the DOT that roadway impact would not be more than 50' from Honeycutt Rd centerline will be destroyed.

Mr. Selva Mohan will have his house condemned as the road will pass through it. Mr. Billy Myers will have his 2.7 acre lot split in the middle with a large portion of his yard being across the road from the house. The residents of Quiet Lane (3 homes including the home of Danny and Emma Norris) will have a four lane highway and associated pedestrian sidewalks running less than 100' from their homes.

It appears the change in Alternative 5 failed to meet the goal to minimize impact on homes. The study also failed its stated objective to document the decision making process on why routes were chosen. Using the original Alternative 5 recommendation from CAMPO, routing can be performed without impacting any houses.

We, the homeowners, request that the SWAS and Comprehensive Transportation Plan be revised to eliminate impact on our homes. We request that the SWAS page 173 be revised to show the original Hot Spot Study Alternative 5 routing, using cow pasture and crop land as shown on Page 3. The road can be far away from any homes. Only three owners are shown in iMaps for all farmland required for roadway alignment (Mrs. Holland, Tim Honeycutt, and Marina Holly Springs). We request that the Comprehensive Transportation Plan be revised accordingly, and distributed to developers. We further request that any zoning approvals for the 1100 Piney Grove Wilbon (Shenandoah Homes) and the Sand Dune Way (Symphonia) projects have a condition for approval that Honeycutt Rd / Wade Nash roadway alignment must occur using land within those subdivisions, as the Hot Spot Study originally showed for Alternative 5 (See Page 3).

Thank you for your consideration.

See next page for signatures:

Signature Page:

B. Keith Henshaw
Bryan Keith Henshaw

10/14/22
Date

P. Henshaw
Pamela Henshaw

10/14/22
Date

Billy Myers
Billy Myers

10/17/22
Date

S. Mohan
Selva Mohan

10/18/22
Date

R. Reddy
Ravindra Reddy

10/19/22
Date

Danny Norris
Danny Norris

10 19 22
Date

Emma Norris
Emma Norris

10 19 22
Date

Page 8 - Correction to October 14, 2022 letter

Note that on Attachment 2, page 2, it states that CAMPO presented Hot Spot Study Alternative 5 on April 23, 2019. As stated in Attachment 1 and Attachment 3, Ramey Kemp actually met with the town and changes were requested in January 2019. Therefore in April 2019, what was presented was the SWAS p. 173 routing south of Honecutt Rd. As stated, this is corrected in both later dated letters provided as Attachment 1 and Attachment 3.

Request for Comprehensive Transportation Plan Revision

From: haysede@aol.com

To: development.services@hollyspringsnc.gov; ernie.carpico@hollyspringsnc.gov; van.crandall@hollyspringsnc.gov; chris.deshazor@hollyspringsnc.gov; duane.hansen@hollyspringsnc.gov; joanna.holder@hollyspringsnc.gov; rick.madoni@hollyspringsnc.us; courtney.patterson@hollyspringsnc.gov; josh.prizer@hollyspringsnc.gov; thomas.urquhart@hollyspringsnc.gov; rick.madoni@hollyspringsnc.gov

Cc: mohans60@gmail.com; wmyers44@embarqmail.com; gogetravi@gmail.com; aragouy@yahoo.com

Date: Monday, October 24, 2022 at 01:04 PM EDT

Planning Board Members,

The town's web site states that the planning board is responsible for reviewing and making recommendations to the Town Council regarding amendments to the comprehensive plan. Several homeowners are affected by recent changes to the Comprehensive Transportation Plan with respect to the Honeycutt Rd / Wade Nash Rd alignment. None of the homeowners were notified of the changes, although they directly impact our properties, until after the CTP changes occurred. We request a revision to the CTP due to impacts on our property from the recent changes. Options exist that eliminate impact on all existing homeowners, including the Alternative 5 option that was originally recommended by CAMPO and Ramey Kemp before they were requested to make changes. Please see attached letter signed by seven voters/homeowners, the original hot spot study recommendations, and Powerpoint presentation for more information.

We homeowners request that we be able to make our presentation at the next available Planning Board meeting and request the change. When I called the Town of Holly Springs this past Thursday, I was told that the 10/25/22 Planning Board meeting has been cancelled. The next meeting is 11/22/22. **Please let me know if the homeowners can come to that Planning Board meeting on 11/22/22 and discuss this subject.** The web page says "the Planning Board does not hold any public hearings during their regular meetings and is not required to hear comments from the general public." Therefore, I ask for confirmation that if we come, we can present and request the change to the CTP. If we can request the change to the CTP without needing to present at the Planning Board meeting, please also let us know that process and we will go that route.

In addition, acknowledging that time may be limited in those meetings, I would like to meet with each of you individually at your leisure, or as a group, prior to the meeting to discuss this issue. I can meet you as a group in my front yard where impacts to my property and my neighbors' properties can easily be seen at the following times:

- Tuesday 10/25/22, 6 PM, 5605 Honeycutt Rd
- Wednesday 11/02/22, 6:15 PM, 5605 Honeycutt Rd
- Tuesday 11/08, 6 PM, 5605 Honeycutt Rd

Please let me know if any of those times work for you and who can make it. If none of these times work for you, please let me know of another time that I can discuss the topic with you. I will come to you. I will also gather all available homeowners once I know times and locations that you all can meet with us. You can call me at (804) 683-4674 any time to discuss. If you want to provide your phone number, I will call you.

Thank you,

Keith Henshaw (Homeowner 5605 Honeycutt Rd., Holly Springs, NC 27540)

Bryan Keith Henshaw
5605 Honeycutt Rd
Holly Springs, NC 27540
Tel: (804)683-4674
E-mail: Haysede@aol.com

To: Holly Springs Planning Department

From: Keith Henshaw

Date: 11/18/22

Subject: Opposition to Southwest Area Study dated 06/28/2019 recommendations and updated Comprehensive Transportation Plan (CTP - 2022) regarding Honeycutt Rd / Wade Nash alignment, AND Opposition to rezoning of 40-acre tract (1100 Piney Grove Wilbon) and 50-acre tract (Sand Dune Way / Wade Nash) until roadway realignment is resolved to satisfaction of existing impacted homeowners

On Friday, August 19, 2022, a neighbor notified me of the Southwest Area Study dated June 28, 2019 that contains the following photo of the plan to realign Honeycutt Rd and Wade Nash (Ref. SWAS, page 173, Figure 8-17, Piney Grove at Wade Nash Improvements). This routing has been incorporated into the recently revised Comprehensive Transportation Plan. My house is the house on the left.



I am opposed to routing of the four-lane highway through my back/side yard and diagonally through my front yard at 5605 Honeycutt Rd. I am opposed to the rezoning of the 40-acre tract (1100 Piney Grove Wilbon) across Honeycutt Rd from my house, and I am opposed to the rezoning of the 50-acre tract (Sand Dune Way / Wade Nash) that is just across Piney Grove Wilbon PRIOR to roadway alignment relocation that avoids impacting my house and the homes of my neighbors.

After providing the basis for my opposition below, and providing some background history regarding my property and my dealings with the Town of Holly Springs, I will provide two recommended options for resolution. One of these options, I think all parties will find to be agreeable.

My basis for opposition is that the routing of the Honeycutt / Wade Nash road alignment is in conflict with prior guidance for future use of my land provided to me by the Town of Holly Springs between 2015 and 2017. I used guidance from previous meetings with the Town of Holly Springs, as well as guidance from the Unified Development Ordinance (UDO) and Comprehensive Plan that I was referred to in those meetings and during subsequent dealings with the Town of Holly Springs. I have invested a significant amount of money in upgrading my property based on prior guidance. If the roadway alignment plan had been conveyed to me in 2015, I would not have purchased the land and made the improvements.

Further basis for my opposition is that the comprehensive plan revision does not follow the initial recommendations of the consultant that CAMPO hired (Ramey Kemp) and does not follow the path of least impact to homeowners, which was a primary goal of the Southwest Area study. Rezoning of the two undeveloped properties (farmland) subject to rezoning (1100 Piney Grove Wilbon tract and Sand Dune Way / Wade Nash tract) and subsequent development takes away options for the highway alignment that were in the Hot Spot Study, Alternative 5 that do not impact my home or any homes of my neighbors. The highway alignment could use undeveloped properties without impacting lots containing dwellings and improvements. The highway alignment could use lands that currently are cow pasture, cropland, and/or woodland with NO IMPACT to existing homeowners. The change in highway alignment location from the Hot Spot Study recommendation to the SWAS recommendation has been made for the good of the influential individuals and developers and not for the good of the public. The previous recommendation in the Hot Spot study adequately addressed the public need and minimized impact to homeowners. Changes adopted in the SWAS after meeting with the Town of Holly Springs are contrary to the study's goal which was to minimize impact to homeowners.

I already sold property in 2017 to Wake County Public School System (WCPSS) under threat of eminent domain to accommodate a larger right-of-way for roadways, water lines, electric, cable, etc during Buckhorn Elementary School Construction. I do not believe it is fair and equitable to continue to seize my land and not use unimproved properties/farmland in the vicinity, that would not be in yards of existing homes. It is unfair to revise the Comprehensive Transportation Plan to route the road through my yard AFTER my lot development. Current routing would put the right of way and pedestrian sidewalks within 30' of my home. The developments causing or expediting the need for road alignment should carry the burden of the roadway alignment, and they should incorporate into their plans the original Hot Spot Study recommendation, Alternative 5 using farmland (See Powerpoint for drawings and photos) or Alternative 1. None of the six homeowners affected by the highway realignment shown in the SWAS dated 06-28-22 were made aware of the changes proposed and adopted.

Relevant Background / History of 5605 Honeycutt Rd

2015 – My wife and I found the perfect lot to build our dream home (5605 Honeycutt Rd, P/N 0648607239)

November 2015 – I set up a pre-purchase meeting with Beth Robinson (Holly Springs Planning Department) to discuss my plans for Honeycutt Rd on 11/05/2015. Beth set up the meeting with all the relevant parties in Planning and Engineering. Written questions were sent on 11/01/2015, including anticipated easement width (to be used to locate house and septic on lot). In the meeting, future use was discussed. I had asked about the proposed school (Buckhorn Elementary), but future subdivisions on Honeycutt and expected road impacts were discussed. In 2015, Honeycutt Rd was a 2-lane road with easement extending 30' on either side of roadway centerline. In the meeting with Planning and Engineering, it was discussed that the plan would be to eventually make Honeycutt a 4-lane highway "similar to Cary Parkway." Expected impact on my land was to increase the easement from 30' from highway centerline to 50' from highway centerline. Planning for 50' from roadway centerline was expected to allow room for roadway and utilities. I was referred to the Unified Development Ordinance and Comprehensive Plan for additional information and requirements to be used for my lot development. Nothing in the UDO or Comprehensive Plan at that time would indicate a road would later run through the middle of my side yard (250' from roadway CL) and diagonally through my front yard, or anything beyond road widening discussed above (50' from roadway centerline). It was during the meeting that the corner of Honeycutt Rd and Piney Grove Wilbon was planned for mixed commercial use, but I was told that I could use the 5605 Honeycutt Rd land for residential, as I could do what I wanted with my land as long as I followed the UDO and the Comprehensive Plan.

December 2015 – I purchased 5605 Honeycutt Rd land (12/28/2015 closing date).

2016 – After purchase of land, septic design began. The fifty feet from road centerline expected easement provided by Town of Holly Springs Engineering was used as a design input for the limit on extent of the drainfield. Septic permit design was completed and a permit was approved by Wake County Environmental Services on 10/04/2016.

03/21/2017 – Obtained building permit (2017-00000306) from Holly Springs.

July 2017 – Broke ground for home on July 2017. I set house at 190' from road CL to lessen noise impact of future roadway.

2017 – With septic established in front yard, I pursued re-sloping my back yard for walk out basement, and also installed a baseball field in the back yard. This involved the following permits and plans.

March 2017 – Submitted Erosion and Sedimentation Control Plan to Town of Holly Springs (3", 3-ring binder based on DEQ Design Guide and Holly Springs requirements)

March 20, 2017 – Obtained approval of a 404 permit from Army Corps of Engineers for disturbance of wetlands (Action I.D. SAW-2017-00389)

2017 – Used General 401 Permit from Department of Environmental Quality

06/23/2017 – Permit 2017-00000026 approved by the Town of Holly Springs for construction of backyard baseball field (contact was Sean Ryan).

07/28/2017 – Environmental Development Plan approved to disturb 2.49 acres for baseball field and slope/grading to allow for walkout basement (contact was Darin Eyster).

Holly Springs was deeply involved and well aware of the plans for my land.

October through December 2017 – On 10/12/2017, I received a letter from Wake County Public School System (WCPSS) that the Buckhorn Elementary school construction and associated road improvements would impact my land and required a sale of a portion of my land to facilitate their project. The contact for WCPSS was Jodi Regina. The forced land sale was not unexpected, as in the previous Holly Springs Planning Department meeting in 2015 had indicated the expectation that the roadway easement would be increased from 30' from roadway centerline to 50' from roadway centerline. However, the fact that a fire hydrant was about 85' from roadway centerline and in my drainfield area was a surprise. Other utilities also exceeded the 50' from roadway CL distance that I used for the septic design and permitting. I brought the concern (impacts to approved septic permit) to the town of Holly Springs and was told to work with Jodi Regina (WCPSS Project Manager) as she was coordinating the effort between the town, construction manager, DOT, WCPSS, etc. I was asked to work with the (SEPI), the engineering company being used by the school and town on issue resolution. During this time, I talked to the school construction manager, SEPI engineers, Duke Energy, Holly Springs, and the DOT to answer my questions and resolve issues. In the end, the fire hydrant and all utilities (i.e. water line, power cable, etc) were relocated within 50' of Honeycutt Rd CL and out of my approved drainfield location. Revised drawings were created lessening the impact on my land and I received a new offer for land purchase in letter dated 12/18/2017. Note that on 12/11/2017 I received a letter of land condemnation from Boxley, Bolton, Garder, & Haywood, representing WCPSS. The letter stated that under N.C. law, Wake County Board of Education is authorized to use the power of eminent domain to take my land. The letter stated that they planned to acquire through condemnation proceedings a portion of my property. The required sale of two easements to WCPSS was then completed without further legal action required. The two easements were for a temporary larger construction easement, and then for a smaller permanent easement. Also a zero-dollar easement was granted to Duke Energy in December 2017 after they relocated their power line to within 50' of roadway CL (Duke Energy contact was Sheila Wiggins). My final question before signing the easements was "Is this all done? Are there any other planned or anticipated changes to roadways that would impact my land?"

I was referred to the NCDOT and given a phone number for Mr. Scott Wheeler for roadway questions. In December 2017, Mr. Wheeler's best guess based on the school and planned residential developments along Honeycutt Rd was that a traffic light would be installed at Honeycutt and Piney Grove Wilbon. In general, widening Honeycutt Road beyond 50' from highway centerline was not required. However, a traffic light would be added at the Honeycutt/Piney Grove Wilbon intersection and a right turn lane would be added. The start of the turn lane may or may not be a few feet (3' or 4', less than the width of a traffic lane) onto my property beyond the 50' from highway CL. Mr. Wheeler also discussed that a median strip would be installed in front of my driveway and I would no longer be able to turn left. He sounded surprised that I did not object to not being able to turn left, but as long as the road wasn't getting wider than the 50' from road CL that my planning was based on, it was acceptable. ***The point of this long passage with my history with the property and the Town of Holly Springs is that from 2015 to 2017, no mention was ever made of running Honeycutt through my yard, or widening Honeycutt Rd beyond 50' from centerline, and I asked several times in meetings.***

Significant investment was made based on information provided by Holly Springs

In 2018, my drainfield was installed and I moved into my home at 5605 Honeycutt Rd in May 2018. Buckhorn Elementary School opened August 2018. Widened Honeycutt Road was installed, including the median strip in front of my driveway as Mr. Wheeler (DOT) had indicated would happen. No stop light at the corner of Honeycutt/Piney Grove Wilbon was installed during road improvements (and still has not occurred). For some reason, the curb was only installed on the North side of Honeycutt Rd across from my property, and no highway curb was installed on the south side (possibly indicating that the town planned roadway routing or widening on my side only). IN ADDITION TO building a 6300 square foot finished space home and installing the aforementioned drainfield, the following actions and improvements were taken between 2018 and 2020:

- Called Town of Holly Springs regarding fencing and landscaping requirements and was again referred to the UDO.
- Planted 97 needlepoint hollies to mark the 50' from CL of roadway and ensure I did not dig into the Duke Energy power cable at 47' from roadway CL.
- Planted 10 Crepe Myrtles, 7 maple trees, and 6 Nellie Stephens trees along front and side property borders. Also planted 8 cherry trees along the driveway.
- Installed a vinyl fence full length along both side borders, and connecting to the front (northeast) corner of my house in accordance with UDO requirements.
- Also planted a row of 66 Nellie Stephens hollies behind the vinyl fence seen in the front and side yard near the property border.
- Installed a baseball field in the back yard per permit previously discussed.
- Installed a stamped concrete driveway.
- Pool installed in 2018.

A significant amount of development expense has occurred based on prior input from the Town of Holly Springs, their representatives, and based on the UDO and comprehensive plan in effect at the time of construction. Pictures of the improvements are shown in the accompanying PowerPoint presentation (.pdf file of Powerpoint presentation).

Later Town Input

An e-mail from Sean Ryan dated September 2022 indicates the Hot Spot Study was initiated October 2018. The initial Hot Spot Study recommendations show five alternatives and none of the five alternatives run the road through my yard or the yards of my five neighbors (See Hot Spot Study powerpoint). The Honeycutt Rd / Wade Nash alignment recommended in the Hot Spot Study is in the cow pasture across the street from my house, and then through cropland, away from any houses (see photos in Powerpoint). However, in January of 2019 when CAMPO and the consultant (Ramey Kemp) presented their engineering product and made the recommendations shown in the Hot Spot Study to the Town of Holly Springs, then Ramey Kemp and CAMPO were asked to relocate the highway realignment to be south of Honeycutt Rd and into my front yard. I have conducted phone interviews with Ken Withrow of CAMPO and Jessica McClure of Ramey Kemp (analyst who performed study). I have e-mail meeting minutes documenting those discussions. When Ken Withrow was asked why the highway alignment did not use the route originally proposed in the Hot Spot Study by Ramey Kemp, he said we would need to talk to the consultant. He then arranged a teleconference with myself, Kenneth,

and Jessica McClure (the analyst), and another impacted homeowner. Jessica stated that her recommendations were as shown in the Hot Spot Study (running through the pasture and crop land north of Honeycutt Rd and not through my yard). She indicated that the changes to move the alignment south of Honeycutt Rd were requested during meetings with the town in January 2019. I have e-mails that document both my meeting with Jessica and the January 2019 meetings. The request to route the Honeycutt Rd alignment south of Honeycutt Rd originated in January 2019 meetings with the Town of Holly Springs. The new routing in my yard was incorporated into the Southwest Area Study dated 06/28/2019 and has since been incorporated into the Comprehensive Plan.

The obvious question is why the recommendation was made to move the highway alignment from crop land with impact to no homes, and into my front yard within 30' of my home and within 100' of six homes. To answer that question, as is usually the case, you need to follow the money for the most plausible explanation. The zoning application for the Symphonia subdivision lists the owner as William T. Honeycutt and the project applicant as Marina Holly Springs, LLC. Using NC Business lookup, it can be seen that Marina Holly Springs was formed 10/10/2017 and is currently administratively dissolved. The zoning application shows that the proposed subdivision is comprised of eight parcels of land, with seven owned by Marina Holly Springs, LLC. The eighth parcel is owned by WTH Limited Partnership William T Honeycutt. This is the same Mr. Honeycutt whose family name is the basis for Honeycutt Road and who is associated with Honeycutt Farms subdivision. Per iMaps, four of the seven parcels of land were purchased by Marina Holly Springs on 10/23/2017 immediately after the company was formed, with the remaining three parcels being purchased on 05/31/2019. The parcel owned by WTH Limited Partnership has been owned since 1998. The e-mail address for Marina Holly Spring shows monty@thesnrgroup.com which indicates the developer is currently The SNR Group.

The main point here is that the developer was acquiring land for the subdivision as early as October 2017. The Hot Spot Study originated in October 2018. When the preliminary Hot Spot Study results presented in January 2019 by CAMPO and Ramey Kemp crossed over land owned by Mr. Honeycutt and by Marina Holly Springs, LLC that they intended to use for a future subdivision, the roadway alignment location was inexplicably moved south of Honeycutt Road into my front yard. Per Jessica McClure of Ramey Kemp, no new engineering was performed, as operationally, it did not matter exactly where the four-way intersection was located to the north or south. The customer request was to move the road, so the road was moved. No engineer stopped to consider that with the 112' width to the outside of the right of way and the 32 degree angle shown, that the R.O.W. would be within 29' of the corner of my house at 5605 Honeycutt. The set back for this type of road in the Comprehensive Plan at the time was 100', and it is only 190' from the corner of my house to Honeycutt Rd centerline, so this proposed route did not fit in the space allowed. If any engineering thought was put into this, it would be clear that this does not work. THE HOMEOWNERS CLEARLY SEE THAT THIS RELOCATION OF THE ROAD TO BE SOUTH OF HONEYCUTT WAS JUST A CONVENIENT WAY TO GET IT OUT OF THE SUBDIVISION AREA TO ALLOW LATER REZONING TO OCCUR FOR THE SYMPHONIA SUBDIVISION. The change initiated to the Alternative 5 road routing is clearly for the benefit of influential landowners in the area at the expense of existing homeowners, without any consideration of the impact to homeowners. Prior to rezoning for Symphonia or Shenandoah Homes subdivision, the details of this Honeycutt Roadway alignment need to be worked out to the satisfaction of existing affected homeowners.

The Southwest Area Study recommendations were then presented April 23, 2019 to the public, but none of the six affected homeowners were aware of the meeting or other meetings from December 2018 to July 2019 in flyers sent in Sean Ryan's recent e-mail to me. Sean Ryan (Holly Springs Planning) said flyers and social media were the method of communication to the public regarding the roadway changes. The communications were not seen by any of the six affected homeowners. Note that changes have been incorporated into the Comprehensive Plan and the town lawyer (Schifano) has indicated via e-mail that the only way for me to change the highway alignment routing now is to request a change to the comprehensive plan (or a rezoning application or a development plan which I do not need as my property is already developed and not being rezoned). The comprehensive plan change request requires a \$700 fee, direct notification via first class mail to the affected parties (surrounding landowners/developers), and neighborhood meetings before submittal of the change request. The duration of this process would mean that the rezoning for subdivisions would occur prior to my request for a comprehensive plan change being considered. Also, note that I received no such notification via first class mail, or notice of a public meeting prior to the Comprehensive Plan change to route the road through my yard, and it is unlikely that developers who benefit from the recent comprehensive plan change will help move the roadway of out of my yard. That said, I have sent e-mails to the developer contacts provided by the town's attorney. Note that the current road alignment would NOT allow access from the Shenandoah Homes subdivision onto Honeycutt Rd per their current zoning submittal, as Honeycutt Rd would be in the middle of my property. I request that the changes to Honeycutt Roadway alignment to the satisfaction of the homeowners be incorporated into the rezoning submittals as conditions to allow the rezoning. Proposed alternatives are provided later in this letter.

Additional Information: Development drawings were then created in 2021 (based on zoning submittal information containing 21-XXX drawings numbers). Note that the revised Comprehensive Plan was not released until mid 2022.

First Indication that my land was impacted by Holly Springs roadway plans.

On August 19, 2022, I received a call from a neighbor and he sent me the picture below from the Southwest Area Study, dated 06/28/2019, page 173.



This plan has a SIGNIFICANT IMPACT on my property shown below, and the property of surrounding landowners. The planned road and right of way are actually about twice as wide as shown in the picture above, as the right of way is 112' wide with pedestrian sidewalks on outside edges. As a reference, the northeast corner of my house is 190' from Honeycutt Road centerline. With the 32 degree angle of the roadway crossing my property, there will only be 29' on either side of the right of way if the road is centered at angle shown (i.e 29' from house to pedestrian sidewalk in ROW).



Impacts to my home if road routing is per the SWAS report

- The four lane highway would run within a few feet of the northeast corner of my house and be near my bedroom window on the east side. The four-lane highway would enter my side yard nearly even with the back (southeast) corner of my home.
- The highway would proceed to run diagonally across my front yard in close proximity to my front door before connecting with Honeycutt Road after crossing nearly my entire front yard.
- Note that it is 127' from the center of the holly bushes shown to the front edge of my sidewalk. The roadway will have (4) 12' lanes and a 23' median, with a right of way being 112' with pedestrian sidewalks on outer edges of the right of way.
- For years, I would have construction personnel and equipment in my front yard, only a few feet away from my young children. They would be even closer than during the recent Honeycutt Road widening for the school. The construction easement would be wider than the roadway and would likely be required to run all the way to my house.
- Roadway would run through my permitted drainfield area and through gas line service to house.
- If I am asked to relocate the drainfield to the backyard, that would ruin my baseball field and grading that was previously permitted (multiple permits from Holly Springs and Army Corps of Engineers).

- Highway would enter my property approximately 300' from road CL, run through a junction point of my north-south and east west running vinyl fence taking out the junction point and gate.
- The road would leave a portion of my land across the street that would be significant, but likely too small for any future development.
- The following would either be destroyed by the road, or now would be across the four-lane from my house:
 - 10 Crepe Myrtles
 - 97 needlepoint Hollies
 - 200-250' of vinyl fence
 - 7 maple trees
 - 10 Nellie Stephens Hollies in side/back yard and 6 in the front yard
- Curb appeal would be ruined and property would be severely devalued.
- Seizure of the land where I was planning on building a house for my elderly mother, as the roadway would pass through the planned house location.

(See associated PowerPoint presentation for photos of improvements that will be affected.)

I have undergone not only a significant amount of expense, but also a lot of time and effort in planning and installing aforementioned property upgrades. All trees and shrubs were planted by myself and my wife. I laid the backyard sod. I was the general contractor for the house.

The significant expense, in terms of money, time, and effort was taken on after reliance on information provided by the Town of Holly Springs in 2015 and reaffirmed during later actions (sale of land to WCPSS being limited to 50' from roadway CL). If the roadway passes through the location shown in the SWAS report, that reliance has been severely detrimental and such behavior should be barred from occurring. I would not have built the home and developed the land at this location, if I had been made aware of the highway plans in the SWAS report, which was developed after construction of my home. Holly Springs should be made to stick to what they said previously, and not impact my land with their future highway plans.

For the voting members of the Planning Board and Town Council, I ask you to consider this:

- If this were your land, would you approve this roadway change in the SWAS report and CTP, and the rezoning efforts?
- Would you want this to happen to you if it were on your land?
- If you had planned your dream home and put in all this work and effort, would you want this road running diagonally through your side and front yard?
- This nightmare will be similar for at least six existing homeowners (my house, adjacent house (also opposed), Selva Mohan's house across Piney Grove Wilbon (also opposed), and three houses along Quiet Lane Drive.

- Your response may be that the SWAS is just a study and the plan is not finalized, but remember that it has already been incorporated into the Comprehensive Transportation Plan without knowledge of the homeowners.
- Why was the Hot Spot Study recommendation not followed that routed the roadway alignment through surrounding farmland? See below for Hot Spot Study Alternative 5 from Sean Ryan e-mail dated 09-13-22. This avoids all the homes.



Proposed Options to resolve the conflict:

Option 1: During the zoning process, make a condition of rezoning that the Honeycutt Road realignment be as shown in original Hot Spot Study Alternative 5. This routing is NORTH of Honeycutt Rd., across Mrs. Nancy Holland's cow pasture (Shenandoah Homes proposed subdivision) and through crop land that is included in the Symphonia proposed subdivision. See Powerpoint for photos. This is what the Hot Spot Study originally recommended as least impact to homeowners as suggestion #2 on the last slide of the Hot Spot Study presentation (attached).

Pros: Minimizes impact to existing homeowners. Roadway right of way could be 150-200' away from ANY homes.

Cons: Significant impacts to development plans for two subdivisions.

Option 2: Choose Alternative 1 – Baseline Scenario from the Hot Spot Study. This alternative was Suggestion 1 on the last slide of the Hot Spot Study Powerpoint and this alternative is to “Signalize offset intersections with planned four lane cross section plus turn lanes”.

Pros: This option would avoid any impact on the proposed Symphonia subdivision, avoid impact to Selva Mohan’s property, and avoid impact to Danny Norris and the 3 homes on Quiet Lane. Impacts would be minimized to two existing homeowners on Honeycutt Rd and to 1100 Piney Grove Wilbon subdivision. If we can minimize the impact on the south side of Honeycutt Rd from road widening at 5605 Honeycutt to stop at my row of Holly bushes planted at 50’ from highway centerline, then impact to existing homeowners would be negligible. Also, this would give 1100 Piney Grove subdivision access to Honeycutt Rd as shown in their current zoning application submittal. If road is in the middle of my yard per SWAS page 173, that subdivision would not have access to Honeycutt Rd as shown in their submittal.

Cons: None.



Alternative 1 from Hot Spot Study

Roadway Alignment should be designed NOW

Roadway alignment should be designed now, considering ALL available options and not only those that benefit the influential farmland owners and their developers. At the current time, the town has options to use land that landowners apparently want to sell, using recommendations included in the original hot spot study recommendations, without impacting current homeowners. The town currently has other options to land seizure at this time that are supported by their own Hot Spot Study. At this time, the town should ALSO consider routing of other utilities such as wastewater, power, cable, water for both subdivisions. Wastewater was brought up during the neighborhood meeting for Symphonia, but no answers were provided as to the the plan.

Conclusion

My land has been developed based on information provided by Holly Springs Planning in 2015 and the UDO and Comprehensive Plan in place at that time. Significant effort and expense has occurred based on reliance on Holly Springs Planning design inputs and that of their representatives. Fifty feet from road CL for roadway and utilities was a key design input in my property development. If Holly Springs routes the roadway as shown in the SWAS and the new CTP, that reliance has been detrimental. Holly Springs should be obligated to stand by the information they provided and not be allowed to seize my land for the roadway beyond the 50' from Honeycutt Rd centerline as previously discussed.

As Holly Springs currently know they want the road alignment of Honeycutt and Wade Nash, they should be obligated to minimize the impact to current landowners and consider options available for road alignment that do not consider eminent domain seizure of land that homeowners do not wish to sell. Decisions should be made for the good of the public and not for the good of the influential land owners and their developers. The developer should shoulder the responsibility for road improvements he causes or expedites.

The issuance of the SWAS report dated 06/28/2019 and the subsequent and very recent update of the Comprehensive Plan to show highway alignment being planned to cross homeowner land without notifying the homeowners may constitute a violation of the homeowners' due process rights. Also, the arrangement where the developer proposes the highway changes and works with the Town, with the developer paying a "fee-in-lieu" for housing unit built may constitute a conflict of interest. Homeowners should also have been included in these planning discussions.

The Town of Holly Springs should be obligated to design and consider routes for the roadway alignment that use the land proposed for development. I have proposed several options in this letter with photos and drawing mark-ups provided in the corresponding PowerPoint presentations. These options would lessen the impact on existing homeowners which was a stated goal of the Southwest Area Study.

The Town of Holly Springs should not be able to intentionally install high density developments on the last blocks of unoccupied land, that can reasonably be used for the roadway alignment and to eliminate a known problem, and then seize landowner land under eminent domain. To do so may constitute a manifest abuse of discretion (at best), as it is obvious that routes exist currently across the land proposed for rezoning that could be used for roadway alignment. This is obvious from photos provide in the associated Powerpoint provided, even if you are not a licensed Professional Civil Engineer (which I am). This is also supported by the town's own Hot Spot Study recommendations. Also changing key design input information previously provided to the owner either constitutes poor communication or bad faith. You need to be able to keep your word. I asked about future highway widening and was told there were no plans to go beyond 50' from highway centerline, and I have acted on that information.

As stated in this letter, I am opposed to rezoning of either the 40-acre tract (1100 Piney Grove Wilbon) or the 50 acre tract (Sand Dune Way / Wade Nash) until detailed design of the roadway extension is complete and that route does not require seizure of my land or that of other homeowners in the area. The final roadway plans should be discussed and agreed upon with the existing homeowners prior to rezoning.

Any unbiased civil engineer given the task to route the entire roadway alignment project across the two undeveloped blocks of land (40 acre and 50 acre blocks discussed) would easily be able to make this happen without impacting any homes. This was done in the Hot Spot Study. The team make-up of those who made the final decisions is biased towards the influential land owner and his developer. The routing should be conducted without that bias as was done in the original Hot Spot Study recommendations.

Final Request

I am asking the planning department, planning board, and town council to consider if this was their home if they would approve the rezoning plan, knowing that will lead to eminent domain land seizure and road routing through the middle of your yard. If not, please vote against the rezoning and subsequent development until the roadway edge of right of way is routed at least 140' from any home. Choosing to signalize the two intersections will do this, and my home would be the closest to the construction, but with increased clearance from what is shown in the SWAS. Proceeding with Holly Springs plan as shown in the SWAS page 173 will result in a lengthy legal battle if you intend to run the highway across my front yard and that of my five neighbors.

Please vote "NO" to the rezoning the 40 acre and 50 acre blocks of land near the Honeycutt Rd / Piney Grove Wilbon intersection, until the Comprehensive Transportation Plan is updated with input from homeowners and the roadway alignment no longer runs through the yards of existing homeowners or until a condition is added to the zoning approval making the change requested in this letter. The roadway alignment should be performed by the developers, using the land to be developed and not that of nearby homeowners. The roadway alignment should use the Hot Spot Study preliminary recommendation for Alternative 5, or one of the other options shown in the Hot Spot Study (i.e. Alternative 1 which would minimize impact on all parties).

My wife and I would prefer that this be resolved now for our peace of mind rather than having a future potential eminent domain suit hanging over us for years to come.

Respectfully,



Bryan Keith Henshaw

(Homeowner 5605 Honeycutt Rd)

Attachment 3

Re: Opposition to Rezoning of 1100 Piney Grove Wilbon and Sand Dune Way subdivisions PRIOR to resolving Honeycutt Road realignment details to satisfaction of impacted homeowners

From: haysede@aol.com

To: chris.deshazor@hollyspringsnc.gov; mackenzie.fretz@hollyspringsnc.gov;
developmentsservices@hollyspringsnc.gov

Cc: ernie.carpico@hollyspringsnc.gov; van.crandall@hollyspringsnc.gov; duane.hansen@hollyspringsnc.gov;
joanna.holder@hollyspringsnc.gov; rick.madoni@hollyspringsnc.us; courtney.patterson@hollyspringsnc.gov;
josh.prizer@hollyspringsnc.gov; thomas.urquhart@hollyspringsnc.gov; mohans60@gmail.com;
wmyers44@embarqmail.com; gogetravi@gmail.com; aragouy@yahoo.com

Date: Friday, November 18, 2022 at 04:40 PM EST

E-mail #2 of 4 - Additional files are sent in this e-mail due to file size restrictions.

Thanks,
Keith Henshaw

-----Original Message-----

From: haysede@aol.com

To: Chris.Deshazor@hollyspringsnc.gov <Chris.Deshazor@hollyspringsnc.gov>;
mackenzie.fretz@hollyspringsnc.gov <mackenzie.fretz@hollyspringsnc.gov>;
developmentsservices@hollyspringsnc.gov <developmentsservices@hollyspringsnc.gov>

Cc: ernie.carpico@hollyspringsnc.gov <ernie.carpico@hollyspringsnc.gov>; van.crandall@hollyspringsnc.gov
<van.crandall@hollyspringsnc.gov>; duane.hansen@hollyspringsnc.gov <duane.hansen@hollyspringsnc.gov>;
joanna.holder@hollyspringsnc.gov <joanna.holder@hollyspringsnc.gov>; rick.madoni@hollyspringsnc.us
<rick.madoni@hollyspringsnc.us>; courtney.patterson@hollyspringsnc.gov
<courtney.patterson@hollyspringsnc.gov>; josh.prizer@hollyspringsnc.gov <josh.prizer@hollyspringsnc.gov>;
thomas.urquhart@hollyspringsnc.gov <thomas.urquhart@hollyspringsnc.gov>; rick.madoni@hollyspringsnc.us
<rick.madoni@hollyspringsnc.us>; courtney.patterson@hollyspringsnc.gov
<courtney.patterson@hollyspringsnc.gov>; mohans60@gmail.com <mohans60@gmail.com>;
wmyers44@embarqmail.com <wmyers44@embarqmail.com>; gogetravi@gmail.com <gogetravi@gmail.com>;
aragouy@yahoo.com <aragouy@yahoo.com>

Sent: Fri, Nov 18, 2022 4:38 pm

Subject: Opposition to Rezoning of 1100 Piney Grove Wilbon and Sand Dune Way subdivisions PRIOR to resolving Honeycutt Road realignment details to satisfaction of impacted homeowners

Thanks Chris,

I would like to come in Tuesday and address the Planning Board. I am sending two letters and two associated Powerpoint presentations. This will likely take more than one e-mail due to file size. I would ask that all files be retained as part of the public record with respect to the rezoning requests for both 1100 Piney Grove Wilbon (Shenandoah Homes) and Sand Dune Way (Symphonia) subdivisions. The first letter is signed by seven homeowners with an October date. The second is from me (Keith Henshaw) dated today 11/18/22. This letter is longer with more detail than the letter signed by the seven homeowners. The Powerpoint presentations mirror the letters but contain more photos and supporting documentation.

Thank you,
Keith Henshaw
(804) 683-4674

-----Original Message-----

From: Chris Deshazor <Chris.Deshazor@hollyspringsnc.gov>

Attachment 3

To: haysede@aol.com <haysede@aol.com>
Cc: Mackenzie Fretz <mackenzie.fretz@hollyspringsnc.gov>; developmentsservices@hollyspringsnc.gov <development.services@hollyspringsnc.gov>; mohans60@gmail.com <mohans60@gmail.com>; wmyers44@embarqmail.com <wmyers44@embarqmail.com>; gogetravi@gmail.com <gogetravi@gmail.com>; aragouy@yahoo.com <aragouy@yahoo.com>; Ernie Carpico <Ernie.Carpico@hollyspringsnc.gov>; Van Crandall <Van.Crandall@hollyspringsnc.gov>; Duane Hansen <duane.hansen@hollyspringsnc.gov>; Joanna Holder <joanna.holder@hollyspringsnc.gov>; Rick Madoni <rick.madoni@hollyspringsnc.us>; Courtney Patterson <Courtney.Patterson@hollyspringsnc.gov>; Josh Prizer <josh.prizer@hollyspringsnc.gov>; Thomas Urquhart <Thomas.Urquhart@hollyspringsnc.gov>; Rick Madoni <rick.madoni@hollyspringsnc.us>
Sent: Thu, Oct 27, 2022 7:13 pm
Subject: Re: --[EXTERNAL]--Re: Request for Comprehensive Transportation Plan Revision

Hello Mr. Henshaw,

Thank you for your message. I apologize for the delayed response. As noted, the planning board makes recommendations to the town council. At each meeting we do host public comment at the beginning of the planning board meeting and **speakers are asked to keep comments to 15 minutes**. If you are interested in speaking at the next planning board meeting, you just need to sign up at the beginning of the meeting.

Thank you and good luck.

Chris Deshazor

On Oct 27, 2022, at 7:31 AM, haysede@aol.com wrote:

Mackenzie,

Please see e-mail below, attached letter and supporting files. I did not receive any response from the Town of Holly Springs development services, or any of the Planning Board members. Can you please let me know if the next planning board meeting will be held on 11/22/22? If so, if the homeowners who signed the attached letter are present, will we be given the opportunity to address the Planning Board and make a brief presentation requesting a revision to the Comprehensive Transportation Plan?

Board Members - If you would be willing to discuss this issue, please call me at (804) 683-4674. You are our elected officials, and the homeowners have concerns.

Thank you,
Keith Henshaw
(804) 683-4674

-----Original Message-----

From: haysede@aol.com

To: developmentsservices@hollyspringsnc.gov <developmentsservices@hollyspringsnc.gov>; Ernie.Carpico@hollyspringsnc.gov <Ernie.Carpico@hollyspringsnc.gov>; Van.Crandall@hollyspringsnc.gov <Van.Crandall@hollyspringsnc.gov>; Chris.Deshazor@hollyspringsnc.gov <Chris.Deshazor@hollyspringsnc.gov>; Duane.Hansen@hollyspringsnc.gov <Duane.Hansen@hollyspringsnc.gov>; Joanna.Holder@hollyspringsnc.gov <Joanna.Holder@hollyspringsnc.gov>; Rick.Madoni@hollyspringsnc.us <Rick.Madoni@hollyspringsnc.us>; Courtney.Patterson@hollyspringsnc.gov <Courtney.Patterson@hollyspringsnc.gov>; Josh.Prizer@hollyspringsnc.gov <Josh.Prizer@hollyspringsnc.gov>; Thomas.Urquhart@hollyspringsnc.gov <Thomas.Urquhart@hollyspringsnc.gov>; Rick.Madoni@hollyspringsnc.gov <Rick.Madoni@hollyspringsnc.gov>
Cc: mohans60@gmail.com <mohans60@gmail.com>; wmyers44@embarqmail.com <wmyers44@embarqmail.com>; gogetravi@gmail.com <gogetravi@gmail.com>; aragouy@yahoo.com <aragouy@yahoo.com>

Sent: Mon, Oct 24, 2022 1:04 pm

Subject: Request for Comprehensive Transportation Plan Revision

Planning Board Members,

The town's web site states that the planning board is responsible for reviewing and making recommendations to the Town Council regarding amendments to the comprehensive plan. Several

Attachment 3

homeowners are affected by recent changes to the Comprehensive Transportation Plan with respect to the Honeycutt Rd / Wade Nash Rd alignment. None of the homeowners were notified of the changes, although they directly impact our properties, until after the CTP changes occurred. We request a revision to the CTP due to impacts on our property from the recent changes. Options exist that eliminate impact on all existing homeowners, including the Alternative 5 option that was originally recommended by CAMPO and Ramey Kemp before they were requested to make changes. Please see attached letter signed by seven voters/homeowners, the original hot spot study recommendations, and Powerpoint presentation for more information.

We homeowners request that we be able to make our presentation at the next available Planning Board meeting and request the change. When I called the Town of Holly Springs this past Thursday, I was told that the 10/25/22 Planning Board meeting has been cancelled. The next meeting is 11/22/22. **Please let me know if the homeowners can come to that Planning Board meeting on 11/22/22 and discuss this subject.** The web page says "the Planning Board does not hold any public hearings during their regular meetings and is not required to hear comments from the general public." Therefore, I ask for confirmation that if we come, we can present and request the change to the CTP. If we can request the change to the CTP without needing to present at the Planning Board meeting, please also let us know that process and we will go that route.

In addition, acknowledging that time may be limited in those meetings, I would like to meet with each of you individually at your leisure, or as a group, prior to the meeting to discuss this issue. I can meet you as a group in my front yard where impacts to my property and my neighbors' properties can easily be seen at the following times:

- Tuesday 10/25/22, 6 PM, 5605 Honeycutt Rd
- Wednesday 11/02/22, 6:15 PM, 5605 Honeycutt Rd
- Tuesday 11/08, 6 PM, 5605 Honeycutt Rd

Please let me know if any of those times work for you and who can make it. If none of these times work for you, please let me know of another time that I can discuss the topic with you. I will come to you. I will also gather all available homeowners once I know times and locations that you all can meet with us. You can call me at (804) 683-4674 any time to discuss. If you want to provide your phone number, I will call you.

Thank you,

Keith Henshaw (Homeowner 5605 Honeycutt Rd., Holly Springs, NC 27540)

(804) 683-4674

Homeowner - 5605 Honeycutt Rd, Holly Springs, NC 27540

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

<CTP Revision Request - Signed Letter.pdf><Hot Spot Study attachment from Sean Ryan 09-13-22 e-mail.pdf>
<Request for Comprehensive Plan Revision and SWAS Report Revision.pdf>

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).



Letter to Planning Board and Town Council Members Signed 11-18-22.pdf
19.4MB

Hot Spot Study - Who Proposed What and When

Purpose: There has been much discussion about what CAMPO proposed, and this is to clear up some confusion. See e-mails behind this file for supporting documentation.

History:

October 2018 - Sean Ryan stated previously that the Hot Spot Study was initiated in October 2018, but that date is not significant and will not need verification.

January 24, 2019 - The Hot Spot Study was presented to the Town planning staff. See Agenda (.pdf page 5 of this file). In addition, see meeting minute notes on Page 2 and 3 of this file where Jessica was interviewed. Jessica says when CAMPO and she came to Town Hall to present her recommendations, that was the Hot Spot Study. There were never any revisions to the Hot Spot Study and no further analysis was done when changes were requested at this meeting. During the meeting with Town staff (Gina Clapp, Kendra Parrish, and Rachel Jones), Ramey Kemp was asked to change the routing for Alternative 5. It was originally north of Honeycutt Rd in open field, but Ramey Kemp was requested to move south of Honeycutt into several people's yards. In the following pages, there are e-mails from Ken Withrow with notes and attendees from the meeting, followed by notes taken by town staff.

Someone else at Ramey Kemp made the requested changes to satisfy the customer, but that was not Jessica. Jessica said the move south had no impact on her analysis, and this is also reflected in her January 30th e-mail which is attached. Both CAMPO (Ken Withrow) and Ramey Kemp (Jessica McClure) stated that they were not opposed to moving the roadway alignment back north of Honeycutt Rd, but the change would need to go back to the town for approval.

In the town staff notes (attached), it can be seen that Gina Clapp asked about a Round About. So after Ramey Kemp took the action to change Alternative 5 routing, Roger Henderson responded to Rachel regarding the roundabout on March 11, 2019. He states that his preference is Alternative 5, and the town has labeled this file as the recommendation in the documents obtained via FOIA request. However, note that this "recommendation" does not say North or South of Honeycutt, and this is happening March 11, 2019. The request to move the alignment south of Honeycutt Rd during a meeting with the town had already occurred January 24, 2019 per Jessica McClure, the analyst who presented the Hot Spot Study.

Although the Hot Spot Study was never revised, the SWAS study incorporated the routing south of Honeycutt Rd on SWAS p. 173. The SWAS was later adopted by CAMPO on August 21, 2019. See Sean Ryan 09/15/2022 e-mail with the date of adoption.

Note: In recent 07/25/23 Planning Board meeting, a councilman asked what did CAMPO recommend. The response was that CAMPO recommended what was in the SWAS, but that is not what CAMPO and Ramey Kemp originally recommended. What is in the SWAS was influenced during the meeting with the town.

See following e-mail documentation.

Meeting Minutes from 10/22/2022 teleconference (by Keith Henshaw)

From: haysede@aol.com

To: jmcclure@rameykemp.com; kenneth.withrow@campo-nc.us

Cc: mohans60@gmail.com

Date: Monday, October 24, 2022 at 09:59 AM EDT

Ken / Jessica,

Thank you for the teleconference on Thursday, 10/20/22. I have typed meeting minutes below. If anything is incorrect, please let me know.

Meeting Date: 10/20/2022

Attendees: Ken Withrow (CAMPO), Jessica McClure (Ramey Kemp), Selva Mohan (homeowner affected by Honeycutt Rd realignment), Keith Henshaw (affected homeowner)

Purpose: In a previous teleconference between Ken Withrow (CAMPO) and Keith Henshaw, Keith had asked how the recommendation for Honeycutt Rd Wade Nash Rd alignment changed from what is shown as Alternative 5 in the attached Hot Spot Study to what is shown in the Southwest Area Study p. 173. Ken had previously stated the change was requested in a meeting with the town of Holly Springs, but he did not know who or why the suggestion was made. Therefore, he arranged the Thursday 10/20 meeting with their consultant, Ramey Kemp.

Meeting Notes:

Jessica McClure attended the meeting representing Ramey Kemp. Jessica was the analyst who worked on the project. Jessica is a licensed professional engineer. The Alternative 5 drawing shown in the hot spot study was created by Jessica McClure. It is output from software that Ramey Kemp uses to analyze traffic flow. Note that the Alternative 5 drawing in Jessica's attached hot spot study shows the recommended route passing through cow pasture and cropland away from homes.

Per Jessica McClure, the request to move the road alignment to what is shown in p173 (adjacent to my home) came in a meeting with the town in January 2019. Those in attendance for the Town of Holly Springs included Gina Clapp, Kendra Parrish, and Rachel Jones. Jessica did not recommend the change, and she did not create the drawing shown on p173 of the SWAS which incorporated the requested change. The change was requested in the meeting with the town, and then Ramey Kemp incorporated the change into the SWAS. Jessica stated that her analysis was strictly operational, and as long as there was a four-way intersection as shown, moving the intersection north or south a little had no impact on the analysis. Analytically there was no issue moving the intersection to the south as requested, and there is no operational impact if it is moved back to the north. Jessica was not sure who the Ramey Kemp engineer was who incorporated the requested change, but it may have been Roger Henderson, who was the Ramey Kemp Project Manager and who is also a licensed professional engineer. Roger no longer works for Ramey Kemp and was thought to currently be working for the Town of Chapel Hill.

Jessica and Ken were not aware that the road alignment was so close to my house and other homes in the area such as that of Selva Mohan, and they understood our concerns. Neither Jessica McClure (Ramey Kemp) nor CAMPO were opposed to moving the roadway alignment back to the original Alternative 5 as shown in the hot spot study attachment. However, the change would need to go through the town for approval, and then it could be incorporated into the Study or CTP as requested. Ken will be at the meeting with the town on Thursday 10/27 to discuss with the town.

Other information:

Study was done for 2045 plan year.

If anyone wants any changes or additions to these notes, let me know.

Thank you,
Keith Henshaw
haysede@aol.com

(804) 683-4674



Hot Spot Study attachment from Sean Ryan 09-13-22 e-mail.pdf

1.3MB



SWAS p173 picture.pdf

194.5kB

RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

From: Sean Ryan (sean.ryan@hollyspringsnc.gov)

To: mohans60@gmail.com; gogetravi@gmail.com; haysede@aol.com; wmyers44@embargmail.com

Cc: kathy.carlisle@hollyspringsnc.gov; daniel.spruill@hollyspringsnc.gov; rachel.jones@hollyspringsnc.gov; cheryl.caines@hollyspringsnc.gov; Elizabeth.Goodson@hollyspringsnc.gov

Date: Monday, August 29, 2022 at 01:32 PM EDT

Good afternoon Mr. Mohan,

We appreciate you relaying your concerns and sharing with us your understanding of the impacts to this area and your property. It's extremely helpful to have community involvement as development occurs and we are happy to help answer your questions. We also received an email from Mr. Henshaw earlier last week expressing concerns with the future realignment of Honeycutt and Wade Nash Roads. With this email we hope to provide you all with the most up-to-date information we have on this project so that you are receiving consistent information from Town staff.

The realignment of Honeycutt Road and Wade Nash Road is a recommendation that originated from the 2018 Southwest Area Study (SWAS) conducted by the Capital Area Metropolitan Planning Organization (CAMPO) with consultant Ramey Kemp. As part of the Deficiency and Needs Analysis, the intersections for Honeycutt Road and Wade Nash Road at Piney Grove Wilbon Road were identified as having low level of service and selected for a hot spot study. This hot spot study looked at various ways to raise the level of service and produced a list of five alternatives:

1. Signalization of both intersections
2. Realign Piney Grove Wilbon Road east into Wade Nash Road
3. Convert into a partial superstreet with full signal at Honeycutt Rd and 2 two-phase signals on Piney Grove Wilbon Rd one at Wade Nash Rd and the other further down at a u-turn further south.
4. Dual roundabouts with slip lanes at both intersections
5. Realign Honeycutt Rd and Wade Nash Rd to meet for a full intersection. There were 3 options reviewed.

Following public and stakeholder engagement, the current alignment was chosen as the preferred alternative. This design fulfilled level of service needs, while having the least number of impacts to the school and existing residential structures and lowest project costs. The project design was acknowledged and approved by CAMPO, NCDOT, the Town of Holly Springs, and the Town of Fuquay-Varina and was subsequently adopted as a recommendation in the recently adopted Holly Springs Comprehensive Transportation Plan (CTP).

I'm hopeful that the information below will help provide a little more insight into the development process and how the CTP comes into play.

- Each of the two proposed Rezoning Applications mentioned are required to submit a Traffic Impact Analysis (TIA) as part of the rezoning request.
- The TIAs were scoped with representatives from Town Staff, NCDOT and the applicant's Licensed Transportation Engineer in accordance with local and state policies.
- Both the Piney Grove Wilbon/Honeycutt Rd. intersection, as well as the Piney Grove Wilbon/Wade Nash intersection, are being evaluated with both proposals as part of their respective TIAs.
 - The Honeycutt Rd./Piney Grove intersection will be signalized in the coming months as part of the transportation improvements required of the Honeycutt Subdivision development. The rezoning requests will account for this in the respective traffic analyses.
- Part of the TIA requirement is to make recommendations for improvements at intersections that are performing below acceptable levels of service, based on the specific development impact.



AGENDA

Hot Spot Meeting in Holly Springs

January 24, 2019

2:00 – 3:00 PM

- | | |
|---|----------------------|
| 1. Opening Remarks | Roger Henderson, RKA |
| 2. Brief Background & Problem Statement | Jessica McClure, RKA |
| 3. Alternatives Considered | Jessica |
| 4. Preliminary Results | Jessica |
| 5. Next Steps | Group |

*HOT SPOT
STUDY PRESENTED*

Project website www.swastudy.com OR



Southwest Area Study GUIDING PRINCIPLES

- **Livability** – protecting community character while balancing the following:
 - Mobility needs
 - Housing and transportation affordability
 - Accommodating future growth
 - Facilitating active living / transportation
- **Mobility and Accessibility** – improving transportation choices for everyone with coordinated roadway, bicycle, pedestrian, and transit strategies that mutually support transportation and land use initiatives. Emphasizing multimodal connectivity, accessibility and improved choices in travel routes and modes for everyone, regardless of age or ability.
- **Technology** – embracing innovations that transform travel patterns and transportation habits.
- **Sustainability** – promoting, in three forms:
 - **Economic Vitality** – investing in transportation services and facilities that support a diversified economy with more jobs in the study area.
 - **Environmental Balance** – preserving environmentally sensitive areas, scenic viewsheds and rural heritage lands.
 - **System Preservation** – prioritizing investments to preserve the existing transportation system.

• Angier • Apex • Fuquay-Varina • Holly Springs • Harnett County • Wake County
 • Capital Area Metropolitan Planning Organization (CAMPO) •
 Kenneth Withrow Project Manager kenneth.withrow@campo-nc.us 919.996.1728

RE: FW: SWAS Hot Spot - Holly Springs (Piney Grove Wilbon at Honeycutt/Wade Nash)

From: Withrow, Kenneth (kenneth.withrow@campo-nc.us)
To: mohans60@gmail.com; jmcclure@rameykemp.com
Cc: haysede@aol.com
Date: Wednesday, October 26, 2022 at 03:32 PM EDT

Good afternoon Selva,

Following some research, please see my responses in the [blue](#) font. Jessica, please feel free to confirm, or note if there are discrepancies.

From: Selva Mohan <mohans60@gmail.com>
Sent: Wednesday, October 26, 2022 1:49 PM
To: Jessica McClure <JMcClure@rameykemp.com>
Cc: haysede@aol.com; Withrow, Kenneth <Kenneth.Withrow@campo-nc.us>
Subject: Re: FW: SWAS Hot Spot - Holly Springs (Piney Grove Wilbon at Honeycutt/Wade Nash)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Hi Kenneth & Jessica,

I have one follow up question since this is not a true minutes of the meeting. Need to fill some gaps

1. Was this meeting in person ? [The meeting was conducted in person on Thursday, January 24, 2019.](#)
2. Where was it conducted - Physical location [The meeting was held in the town hall of Holly Springs](#)
3. What time to what time [The time period was between 2:00 to 3:00 pm](#)

Who all were the original invitees ? [The original invitees included: Jessica McClure - Ramey-Kemp](#)

[Kendra Parrish – Town of Holly Springs](#)

[Chris Lukasina – CAMPO](#)

[Kenneth Withrow - CAMPO](#)

[Gina Clapp – Town of Holly Springs](#)

[Rachel Jones – Town of Holly Springs](#)

[David Keilson - NCDOT](#)

[Doumit Ishak - NCDOT](#)

[Mark Eatman – NCDOT](#)

[Roger Henderson – Ramey-Kemp](#)

Please allow me to note that while this list of persons was invited, I do not recall all of them physically participating at the meeting.

[Thanks](#)

[Mo](#)

" Life is a succession of dreams. My ambition is to be a conscious dreamer"

On Thu, Oct 20, 2022 at 11:19 AM Jessica McClure <JMCClure@rameykemp.com> wrote:

Jessica McClure, PE

State Traffic Engineering Lead

T 919 872 5115



From: Jessica McClure <JMCClure@rameykemp.com>

Sent: Wednesday, January 30, 2019 6:23 PM

To: Withrow, Kenneth <Kenneth.Withrow@campo-nc.us>; kendra.parrish@hollyspringsnc.us; Lukasina, Chris <Chris.Lukasina@campo-nc.us>; Gina Clapp (gina.clapp@Hollyspringsnc.us) <gina.clapp@Hollyspringsnc.us>; Rachel Jones <rachel.jones@Hollyspringsnc.us>; PE David Keilson (dpkeilson@ncdot.gov) <dpkeilson@ncdot.gov>; Ishak, Doumit Y (dishak@ncdot.gov) <dishak@ncdot.gov>; mreatman@ncdot.gov

Cc: Roger Henderson <rhenderson@rameykemp.com>

Subject: SWAS Hot Spot - Holly Springs (Piney Grove Wilbon at Honeycutt/Wade Nash)

Hi all – attached is the LOS summary table from the Hot Spot presentation last week, as well as a PDF of the presentation slides. I have placed the actual PowerPoint at the follow link if you need it:

<https://rameykemp.sharefile.com/d-s3516096e0354ce88>

A brief recap of our discussions:

- Alternative 1 (signalizing two offset existing intersections with appropriate turn lanes) operates well and served as out 'baseline' for comparison to other alternatives
- Alternative 2 -realign Piney Grove Wilbon Rd into Wade Nash (for a more direct path to Hilltop Needmore Extension and/or NC 55). This option was originally not favored due to strong North/South traffic patterns, but then there was a hefty discussion of if this option was completed, would this encourage more people head to NC 55 south of Town and circumvent the new Main St Extension/Ralph Stephens area?
- Alternative 3 (partial superstreet) would require a full signal at Honeycutt road and 2, two-phase signals on Piney Grove Wilbon – one at Wade Nash and one at the proposed U-turn location south
- Alternative 4 (roundabout) would require dual lane roundabouts with slip lanes at both intersections.
- Alternative 5 – much discussion was had about where to actually realign the roadways, but the operation of the signal would remain fairly similar regardless of where it was along Piney Grove Wilbon. We discussed turning Honeycutt Rd south some and Wade Nash Rd north to 'meet in the middle' of the two existing intersections (dubbed '5C' for Chris...). There was also discussion of if this intersection could operate acceptably as a roundabout instead of a signal.

This list appeared to be narrowed to Alternative 1, Alternative 2, and Alternative 5'C' by the end of the meeting.

Please let myself or Roger know if you have any questions as you continue reviewing and making decisions.

Thank you!

Jessica

Jessica McClure, PE

Public Sector Transportation Manager



5808 Faringdon Place, Suite 100

Raleigh, NC 27609

Office: 919.872.5115

Proudly serving the Southeast since 1992.

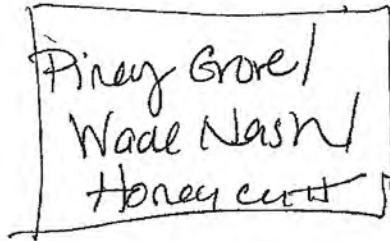
Hot Spots Follow-up

CTA Amendment Request Attachment 4

SWAS 1/24/19

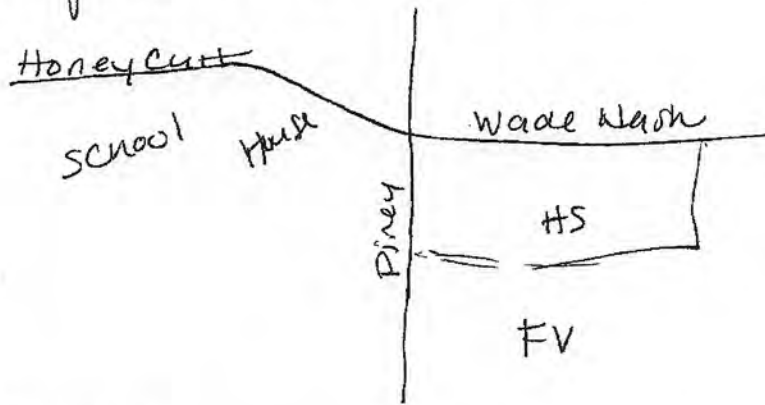
TRM

Honeycutt Build Traffic-2045
Model Volumes



Jessica
Roger
Gina
Kendra
Rachel
Chris.
David

- ① — Look at Bordenway Realignment South
Honeycutt to Wade Nash



- ② — Bennett
Knoll open about a year. Need more time
to evaluate results

ADT North of Honeycutt : ~ 20,000 for Alt 2

- ③ — 6-lanes on Bypass to Uda Hwy
(SWAS 2045)

- ④ — Consider LAP projects

Gina: Realign w/ Round
About ??

Feb 19th
CTA

Presenting #
Next Wed
SOT meeting

Rachel Jones

From: Jessica McClure <JMCClure@rameykemp.com>
Sent: Wednesday, January 30, 2019 6:23 PM
To: Withrow, Kenneth; Kendra Parrish; Lukasina, Chris; Gina Clapp; Rachel Jones; PE David Keilson (dpkeilson@ncdot.gov); Ishak, Doumit Y (dishak@ncdot.gov); mreatman@ncdot.gov
Cc: Roger Henderson
Subject: SWAS Hot Spot - Holly Springs (Piney Grove Wilbon at Honeycutt/Wade Nash)
Attachments: LOS Summary table.pdf; Hot Spot - HS Prelim Results.pdf
Categories: SWAS

Hi all – attached is the LOS summary table from the Hot Spot presentation last week, as well as a PDF of the presentation slides. I have placed the actual PowerPoint at the follow link if you need it:

<https://rameykemp.sharefile.com/d-s3516096e0354ce88>

A brief recap of our discussions:

- Alternative 1 (signalizing two offset existing intersections with appropriate turn lanes) operates well and served as out 'baseline' for comparison to other alternatives
- Alternative 2 -realign Piney Grove Wilbon Rd into Wade Nash (for a more direct path to Hilltop Needmore Extension and/or NC 55). This option was originally not favored due to strong North/South traffic patterns, but then there was a hefty discussion of if this option was completed, would this encourage more people head to NC 55 south of Town and circumvent the new Main St Extension/Ralph Stephens area?
- Alternative 3 (partial superstreet) would require a full signal at Honeycutt road and 2, two-phase signals on Piney Grove Wilbon – one at Wade Nash and one at the proposed U-turn location south
- Alternative 4 (roundabout) would require dual lane roundabouts with slip lanes at both intersections.
- Alternative 5 – much discussion was had about where to actually realign the roadways, but the operation of the signal would remain fairly similar regardless of where it was along Piney Grove Wilbon. We discussed turning Honeycutt Rd south some and Wade Nash Rd north to 'meet in the middle' of the two existing intersections (dubbed '5C' for Chris...). There was also discussion of if this intersection could operate acceptably as a roundabout instead of a signal.

This list appeared to be narrowed to Alternative 1, Alternative 2, and Alternative 5'C' by the end of the meeting.

Please let myself or Roger know if you have any questions as you continue reviewing and making decisions.

Thank you!

Jessica

Jessica McClure, PE
 Public Sector Transportation Manager



5808 Faringdon Place, Suite 100
 Raleigh, NC 27609
 Office: 919.872.5115
 Direct: 919.987.1283

Cell: 919.637.5553

Proudly serving the Southeast since 1992.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Rachel Jones

From: Roger Henderson <rhenderson@rameykemp.com>
Sent: Monday, March 11, 2019 2:17 PM
To: Rachel Jones
Subject: FW: SWAS Hot Spots - RaB analysis for PGW/Wade Nash realignment
Attachments: _Piney Grove Wilbon and Wade Nash_Honeycutt SIDRA Results.pdf

Rachel,

RKA analyzed Alternative 5 with a roundabout and got some surprising results; it would need to be the biggest roundabout in North Carolina ... with three circulating lanes to serve northbound through traffic. It's the graphic on page 5 of the attached PDF (pages 1 through 4 result in less-than-acceptable levels of service).

A conventional signalized intersection would have a more-normal footprint with only 2 northbound through lanes + 2 northbound left-turn lanes (same in the southbound direction) and 1 through lane + exclusive left + exclusive right turn lanes in the eastbound and westbound directions. This would result in LOS D in the AM peak hour and LOS C in the pm peak hour. The conventional signalized intersection brings the east-west roadways together into one intersection; so Honeycutt on the west and Wade Nash on the east ... meet at one intersection on Piney Grove Wilbon Rd. This is the option I recommend.

Let me know if you want more info or to discuss.

Best regards,

Roger

Ps. Do you have a scheduled meeting with Kendra ... or are you on-call ?

From: Michael Karpinski <MKarpinski@rameykemp.com>
Sent: Monday, March 11, 2019 12:58 PM
To: Roger Henderson <rhenderson@rameykemp.com>
Cc: Jessica McClure <JMCClure@rameykemp.com>
Subject: RE: SWAS Hot Spots - RaB analysis for PGW/Wade Nash realignment

Roger –

Please find the below link where you will find the SIDRA analysis reports (also attached) for the realigned intersection of Piney Grove Wilbon Road and Honeycutt Road / Wade Nash Road. I have a hard copy printed out that I will bring over to discuss further.

[S:\2017 Projects\17355 CAMPO Southwest Area Study\RKA Traffic\Hot Spots\Analysis\Piney Grove Wilbon Road\ 3.11.19 SIDRA Analysis\Reports](#)

Thanks!

Michael Karpinski, EI
Transportation Associate



5808 Faringdon Place, Suite 100
Raleigh, NC 27609
Main: 919-872-5115
Direct: 919-987-1300

Proudly serving the Southeast since 1992.



From: Jessica McClure
Sent: Monday, March 11, 2019 10:43 AM
To: Michael Karpinski <MKarpinski@rameykemp.com>
Cc: Roger Henderson <rhenderson@rameykemp.com>
Subject: SWAS Hot Spots - RaB analysis for PGW/Wade Nash realignment

[S:\2017 Projects\17355 CAMPO Southwest Area Study\RKA Traffic\Hot Spots\Analysis\Piney Grove Wilbon Road](#)

Michael - We need to run 'Alternative 5 – Wade Nash Realignment' numbers as a roundabout for AM and PM. The roundabout geometry will be based on what it takes to hit LOS D. I'll be by in a sec to discuss some more details.

Once we have results, please coordinate with Roger so he can relay the info to the Town.
Thanks!

Jessica McClure, PE
Public Sector Transportation Manager



5808 Faringdon Place, Suite 100
Raleigh, NC 27609
Office: 919.872.5115
Direct: 919.987.1283
Cell: 919.637.5553

Proudly serving the Southeast since 1992.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

From: Sean Ryan (sean.ryan@hollyspringsnc.gov)
To: haysede@aol.com
Date: Thursday, September 15, 2022 at 05:07 PM EDT

Hi –

The study was adopted by CAMPO August 21, 2019.

NCDOT members involved were Mark Eatman (NCDOT Planning & Systems) and David Keilson (Division 5)

Sean



Sean Ryan, AICP | *Planning Manager*
Town of Holly Springs | Development Services – Land Development
PO Box 8 | 128 S Main St | Holly Springs, NC 27540
Office: (919) 557-2903
Email: sean.ryan@hollyspringsnc.gov
www.HollySpringsNC.gov/DevelopmentServices

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

From: haysede <haysede@aol.com>
Sent: Thursday, September 15, 2022 4:14 PM
To: Sean Ryan <sean.ryan@hollyspringsnc.gov>
Subject: RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

And the hot spot study date and who signed off on it.

Keith Henshaw

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Sean Ryan <sean.ryan@hollyspringsnc.gov>
Date: 9/15/22 4:03 PM (GMT-05:00)
To: Selva Mohan <mohans60@gmail.com>, haysede <haysede@aol.com>
Subject: RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Hi –

Yes, that is the correct contact with CAMPO.

Sean



Sean Ryan, AICP | *Planning Manager*
Town of Holly Springs | Development Services – Land Development
PO Box 8 | 128 S Main St | Holly Springs, NC 27540
Office: (919) 557-2903
Email: sean.ryan@hollyspringsnc.gov
www.HollySpringsNC.gov/DevelopmentServices

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

From: Selva Mohan <mohans60@gmail.com>
Sent: Thursday, September 15, 2022 3:20 PM
To: haysede <haysede@aol.com>
Cc: Sean Ryan <sean.ryan@hollyspringsnc.gov>
Subject: Re: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Hi Keith,

I Noticed the PPT was done by

Kenneth Withrow, Senior Transportation Planner
Phone: 919-996-4394

kenneth.withrow@campo-nc.us

Thanks
Mo

" Life is a succession of dreams. My ambition is to be a conscious dreamer"

On Thu, Sep 15, 2022 at 2:51 PM haysede <haysede@aol.com> wrote:

Can you please provide me the contact information for both the CAMPO point of contact for the Hot Spot Study and the NCDOT point of contact who was working with CAMPO and the town on the hot spot study. Also I would like the date for the hot spot study and who signed off on it.

Thanks,
Keith Henshaw

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Sean Ryan <sean.ryan@hollyspringsnc.gov>
Date: 9/15/22 2:40 PM (GMT-05:00)
To: Selva Mohan <mohans60@gmail.com>
Cc: Ravindra Reddy <gogetravi@gmail.com>, Dan Berry <Dan.Berry@hollyspringsnc.gov>, Sean Mayefskie <Sean.Mayefskie@hollyspringsnc.gov>, Shaun McGrath <Shaun.McGrath@hollyspringsnc.gov>, "Dr. Aaron Wolff" <Aaron.Wolff@hollyspringsnc.gov>, Kristi Bennett <Kristi.Bennett@hollyspringsnc.gov>, haysede@aol.com, Daniel Spruill <daniel.spruill@hollyspringsnc.gov>, wmyers44@embarqmail.com, Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>, Chris Hills <chris.hills@hollyspringsnc.gov>

Subject: RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Hi Mo,

Please reach out when you are back in the country and we will schedule a time to meet. We will hopefully have more of the information you requested by then. The SWAS was initiated by CAMPO and they selected and hired the consultant to complete the study.

Thanks,



Sean Ryan, AICP | *Planning Manager*
Town of Holly Springs | Development Services – Land Development
PO Box 8 | 128 S Main St | Holly Springs, NC 27540
Office: (919) 557-2903
Email: sean.ryan@hollyspringsnc.gov
www.HollySpringsNC.gov/DevelopmentServices

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

From: Selva Mohan <mohans60@gmail.com>
Sent: Thursday, September 15, 2022 1:14 PM
To: Sean Ryan <sean.ryan@hollyspringsnc.gov>
Cc: Ravindra Reddy <gogetravi@gmail.com>; Dan Berry <Dan.Berry@hollyspringsnc.gov>; Sean Mayefskie <Sean.Mayefskie@hollyspringsnc.gov>; Shaun McGrath <Shaun.McGrath@hollyspringsnc.gov>; Dr. Aaron Wolff <Aaron.Wolff@hollyspringsnc.gov>; Kristi Bennett <Kristi.Bennett@hollyspringsnc.gov>; haysede@aol.com;
Daniel Spruill <daniel.spruill@hollyspringsnc.gov>; wmyers44@embarqmail.com; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>; Chris Hills <chris.hills@hollyspringsnc.gov>
Subject: Re: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Hi Sean,

Thanks for the prompt response. I am Out of the country starting this Saturday and will be back on the 4th Oct. We can schedule a time then.

I am sure Keith and my Biz Partner Ravi would like to be there. I'll coordinate upon my return.

- Who initiated the SWAS study ?.
 - If CAMPO was hired as a consultant then the town should have access to all the material including the deliberation process.

Looking forward to the meeting and thanks again.

Thanks
Mo

" Life is a succession of dreams. My ambition is to be a conscious dreamer"

On Thu, Sep 15, 2022 at 11:59 AM Sean Ryan <sean.ryan@hollyspringsnc.gov> wrote:

Good morning, Mo,

My apologies for any delay in providing information. Since the Town did not complete the SWAS study we are coordinating with CAMPO to see what information they can share that we can then provide you. I believe they are having to research some of this themselves which is resulting in some delay.

Please let me know when a good time would be for you to meet with some of our staff to discuss your questions in more detail and we will arrange a meeting.

Thank you,

Sean Ryan, AICP | *Planning Manager*
Town of Holly Springs | Development Services – Land Development
PO Box 8 | 128 S Main St | Holly Springs, NC 27540
Office: (919) 557-2903
Email: sean.ryan@hollyspringsnc.gov
www.HollySpringsNC.gov/DevelopmentServices

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

From: Selva Mohan <mohans60@gmail.com>

Sent: Wednesday, September 14, 2022 9:14 PM

To: Sean Ryan <sean.ryan@hollyspringsnc.gov>; Ravindra Reddy <gogetravi@gmail.com>; Dan Berry <Dan.Berry@hollyspringsnc.gov>; Sean Mayefskie <Sean.Mayefskie@hollyspringsnc.gov>; Shaun McGrath <Shaun.McGrath@hollyspringsnc.gov>; Dr. Aaron Wolff <Aaron.Wolff@hollyspringsnc.gov>; Kristi Bennett <Kristi.Bennett@hollyspringsnc.gov>

Cc: haysede@aol.com; Daniel Spruill <daniel.spruill@hollyspringsnc.gov>; wmyers44@embarqmail.com

Subject: Re: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Sean,

I went thru the SWAS study PPT with a date stamp of 16th July 2019 which has this design



But the hotspot study has the following design

Can you please fill the void between these 2 designs

1. Date of each design
2. How and why it was modified - Justification by the team
3. I asked for the cost analysis
4. Did anyone do any prelim design, because the original one looks more professional and the final one looks like it is hand drawn
5. Team members names, involved in the design decisions
6. Scoring methodology and any excel spreadsheets used for scoring (This should be public domain)

I had asked for most of this info on 30 Aug and haven't received any info. Can you provide me with an ETA as to when we can expect this information. The planning meetings provide literally 5 to 10 min for us to voice our grievances which will not be enough. We have repeatedly asked for information and meetings and it has been totally ignored.

Thanks
Mo

" Life is a succession of dreams. My ambition is to be a conscious dreamer"

On Tue, Sep 13, 2022 at 10:11 PM Selva Mohan <mohans60@gmail.com> wrote:

Sean,

Thanks again for sending the study. You mentioned "Realign Honeycutt Rd and Wade Nash Rd to meet for a full intersection. There were 3 options reviewed"

Alternative 5 looks like below (In the study) - Doesn't run over anyone's house. It goes thru empty land and a much smoother transition. Why wasn't this adopted?

Looks like the original design would have impacted both the proposed developments

- 1100 Piney Grove Wilbon Rezoning: Srinija Tummalapalli;
email: srinija@shenandoahhomes.us
- Symphonia: Abriel Spittel; email: aspittel@withersravenel.com

But the town is adopting the following design below which is not even in the document you sent. -
Runs over one house and runs 25 ft from the other.

Also the study doesn't say

- When was it done - Month & Year
- Team Members who were involved in the study

Thanks
Mo

" Life is a succession of dreams. My ambition is to be a conscious dreamer"

On Tue, Sep 13, 2022 at 4:26 PM Sean Ryan <sean.ryan@hollyspringsnc.gov> wrote:

Hi Keith,

I have attached the information we have from the Capital Area Metropolitan Planning Organization (CAMPO) who completed the study.

I hope this helps,
Sean

Sean Ryan, AICP | Planning Manager

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

From: haysede@aol.com <haysede@aol.com>
Sent: Tuesday, September 13, 2022 2:23 PM
To: Sean Ryan <sean.ryan@hollyspringsnc.gov>
Cc: mohans60@gmail.com
Subject: Re: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Sean,

In the e-mail below, for Option 5, "Realign Honeycutt Rd and Wade Nash Rd to meet for a full intersection," it states that 3 options were reviewed. Can you please share information on what those three options were, how the three options were evaluated, and the basis for how the chosen option was selected.

Thank you,
Keith Henshaw
(804) 683-4674

-----Original Message-----

From: Sean Ryan <sean.ryan@hollyspringsnc.gov>
To: Selva Mohan <mohans60@gmail.com>; Ravindra Reddy <gogetravi@gmail.com>; haysede <haysede@aol.com>; wmyers44@embargmail.com <wmyers44@embargmail.com>
Cc: Kathy Carlisle <kathy.carlisle@hollyspringsnc.gov>; Daniel Spruill <daniel.spruill@hollyspringsnc.gov>; Rachel Jones <rachel.jones@hollyspringsnc.gov>; Cheryl Caines <cheryl.caines@hollyspringsnc.gov>; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>
Sent: Mon, Aug 29, 2022 1:30 pm
Subject: RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Good afternoon Mr. Mohan,

We appreciate you relaying your concerns and sharing with us your understanding of the impacts to this area and your property. It's extremely helpful to have community involvement as development occurs and we are happy to help answer your questions. We also received an email from Mr. Henshaw earlier last week expressing concerns with the future realignment of Honeycutt and Wade Nash Roads. With this email we hope to provide you all with the most up-to-date information we have on this project so that you are receiving consistent information from Town staff.

The realignment of Honeycutt Road and Wade Nash Road is a recommendation that originated from the 2018 Southwest Area Study (SWAS) conducted by the Capital Area Metropolitan Planning Organization (CAMPO) with consultant Ramey Kemp. As part of the Deficiency and Needs Analysis, the intersections for Honeycutt Road and Wade Nash Road at Piney Grove Wilbon Road were identified as having low level of service and selected for a hot spot study. This hot spot study looked at various ways to raise the level of service and produced a list of five alternatives:

1. Signalization of both intersections
2. Realign Piney Grove Wilbon Road east into Wade Nash Road
3. Convert into a partial superstreet with full signal at Honeycutt Rd and 2 two-phase signals on Piney Grove Wilbon Rd one at Wade Nash Rd and the other further down at a u-turn further south.
4. Dual roundabouts with slip lanes at both intersections
5. Realign Honeycutt Rd and Wade Nash Rd to meet for a full intersection. There were 3 options reviewed.

Following public and stakeholder engagement, the current alignment was chosen as the preferred alternative. This design fulfilled level of service needs, while having the least number of impacts to the school and existing residential structures and lowest project costs. The project design was acknowledged and approved by CAMPO, NCDOT, the Town of Holly Springs, and the Town of Fuquay-Varina and was subsequently adopted as a recommendation in the recently adopted Holly Springs Comprehensive Transportation Plan (CTP).

I'm hopeful that the information below will help provide a little more insight into the development process and how the CTP comes into play.

- Each of the two proposed Rezoning Applications mentioned are required to submit a Traffic Impact Analysis (TIA) as part of the rezoning request.
- The TIAs were scoped with representatives from Town Staff, NCDOT and the applicant's Licensed Transpiration Engineer in accordance with local and state policies.
- Both the Piney Grove Wilbon/Honeycutt Rd. intersection, as well as the Piney Grove Wilbon/Wade Nash intersection, are being evaluated with both proposals as part of their respective TIAs.
 - The Honeycutt Rd./Piney Grove intersection will be signalized in the coming months as part of the transportation improvements required of the Honeycutt Subdivision development. The rezoning requests will account for this in the respective traffic analyses.
- Part of the TIA requirement is to make recommendations for improvements at intersections that are performing below acceptable levels of service, based on the specific development impact.
- The applicants utilize local and regional transportation plans, like the Town's CTP, the regional Metropolitan Transportation Plan (MTP) and Southwest Area Study (SWAS), to inform their recommendations in the TIA, as well as transportation engineering standards and best practices.
- Depending on the results of the TIA, it is possible that the intersection realignment shown in the local and regional plans be recommended to mitigate the development's impacts. However, alternative, viable solutions could also be proposed by the applicant team to address the project impact. These would need to be reviewed not only by the Town, but by the Town's 3rd party consultant and the NCDOT for adequacy and compliance. Since the Town shares ownership of Wade Nash Rd. with the Town of Fuquay-Varina, they would likely need to be consulted as well.
- Another scenario that could occur, depending on the project impacts, is that a fee-in-lieu of construction of an improvement is contributed by the developer and put toward the future, more regional realignment efforts in accordance with the long range, local and regional plans. If a future road improvement project is not completed as development occurs, it typically occurs as a capital improvement project budgeted for by the Town for a future year, or becomes a state project when funding becomes available.

Please let us know if you have any additional questions.

Sean Ryan, AICP | *Planning Manager*
 Town of Holly Springs | Development Services – Land Development
 PO Box 8 | 128 S Main St | Holly Springs, NC 27540
 Office: (919) 557-2903
 Email: sean.ryan@hollyspringsnc.gov
www.HollySpringsNC.gov/DevelopmentServices

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

From: Selva Mohan <mohans60@gmail.com>
Sent: Thursday, August 25, 2022 11:21 AM

To: Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>; Ravindra Reddy <gogetravi@gmail.com>; haysede <haysede@aol.com>; wmyers44@embargmail.com
Cc: Kathy Carlisle <kathy.carlisle@hollyspringsnc.gov>; Daniel Spruill <daniel.spruill@hollyspringsnc.gov>; Sean Ryan <sean.ryan@hollyspringsnc.gov>; Rachel Jones <rachel.jones@hollyspringsnc.gov>; Cheryl Caines <cheryl.caines@hollyspringsnc.gov>
Subject: Re: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Hi Elizabeth,

Thanks for the reply. I have copied some of the neighbors who are adversely affected by this new proposed design.

Again, the most concerning thing we heard on that call is this

1. The town communicated to the developer that the town would be charging an in-lieu fee for the road development which will happen in the future and the developer is free to move forward.

I was a PE and worked on multiple projects in Florida (Bridges & Highways) and I know the developers always reach out to the town and have communications open to make sure that they are heading in the right direction. Their statement (mentioned above) makes me wonder if a decision has been made.

Bottom Line

This corner is being developed (90+ acres). If the town is keen on aligning the roads, now is the time and if this opportunity is missed there will never be another opportunity to meet the long term goal of the town.

If the original design wasn't implemented, we are better off leaving the current intersection as is instead of introducing 2 consecutive reverse horizontal curves within a 0.2 mile distance which leads to substantial reduction in speed, poor line of sight, more expensive (due to camber etc), not to mention the safety.

I have attached a PDF showing the comparison of current intersection, to the original design to the new proposed design. I would be more than happy to meet you along with my neighbors if that is warranted.

Thanks
Mo
919-434-5002

" Life is a succession of dreams. My ambition is to be a conscious dreamer"

On Thu, Aug 25, 2022 at 8:56 AM Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov> wrote:

Mo,

I apologize for not replying sooner. The Planning Board meeting this week had a different item on the agenda from what I believe you were interested in. The projects located near the corner of Honeycutt and Piney Grove Wilbon and Wade Nash is in the early stage of review with our team and not yet ready to go to Planning Board or Town Council.

One of the first steps for a developer of a potential project is to hold a neighborhood meeting like you attended recently. The town values the community's feedback throughout the process and the neighborhood meeting was shifted earlier in the process to ensure we get the feedback from those in the nearby area early.

This developer has met with staff initially and received initial feedback however this neighborhood meeting is required prior to them submitting to the town for review. Our team is aware of the need for improvements to Piney Grove Wilbon Road and these 2 intersections and this will be a part of the review and discussions throughout their process. A final determination of the improvements we will see

constructed versus what may be appropriate to collect a fee-in-lieu instead of construction will be determined through that process. We appreciate your thoughts and feedback and I am copying a few additional members of my team that are involved with process so they are aware of your concerns.

Feel free to reach out to any of us with any additional thoughts or feedback on this area.

Elizabeth

Elizabeth C. Goodson, PE | Division Manager

Town of Holly Springs Development Services – Land Development

PO Box 8 | 128 S Main St | Holly Springs, NC 27540

Main Office: (919)557-3908 | Direct: (919)557-3933 | Mobile: (919) 291-9795

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

From: Selva Mohan <mohans60@gmail.com>

Sent: Monday, August 22, 2022 9:49 PM

To: Kathy Carlisle <kathy.carlisle@hollyspringsnc.gov>; Daniel Spruill

<daniel.spruill@hollyspringsnc.gov>; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>

Subject: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

I would like to see if I can attend the 7 PM meeting tomorrow.

Thanks

Mo

" Life is a succession of dreams. My ambition is to be a conscious dreamer"

----- Forwarded message -----

From: **Selva Mohan** <mohans60@gmail.com>

Date: Mon, Aug 22, 2022 at 8:57 PM

Subject: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

To: <sean.mayefskie@hollyspringsnc.gov>

Cc: <timothy.forrest@hollyspringsnc.gov>, Dan Berry <dan.berry@hollyspringsnc.gov>,

<shaun.mcgrath@hollyspringsnc.gov>, <aaron.wolff@hollyspringsnc.gov>,

<kristi.bennett@hollyspringsnc.gov>, Ravindra Reddy <gogetravi@gmail.com>, haysede

<haysede@aol.com>

All,

We attended the neighborhood meeting regarding the subject property and wanted to summarize our thoughts.

1. We were told by the developer that they have been talking to the town planning and transportation engineers (for around 5 months) and the town is aware that the road alignment will not happen as part of this development .
2. The town communicated to the developer that the town would be charging an in-lieu fee for the road development which will happen in the future and the developer is free to move forward. This is very concerning.

SUMMARY

- 90 Acres of Development in that Corner
 - If the Roads are not aligned now, it never will happen
- Original Design was a smooth Transition

- Affected only unbuilt land
- Safer
- 0.50 Miles in Length
- Newer Design -- Abrupt Transition
 - Unsafe Design with less Sight Distance
 - Only 0.09 miles over wetland (Things are built over wetland all the time in exceptional cases)
 - Affects existing home
- All Roof Tops
- No Mixed Use for people to walk to neighborhood eateries etc.
- Donut hole - The town has always insisted on not leaving donut holes unless the land owner doesn't want to be part of the development

I used to be an Engineer and involved in Design & construction of bridges in Florida in my past life. I have attached a document that summarizes my thoughts.

You can reach me at 919-434-5002

Regards
Mo

" Life is a succession of dreams. My ambition is to be a conscious dreamer"

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

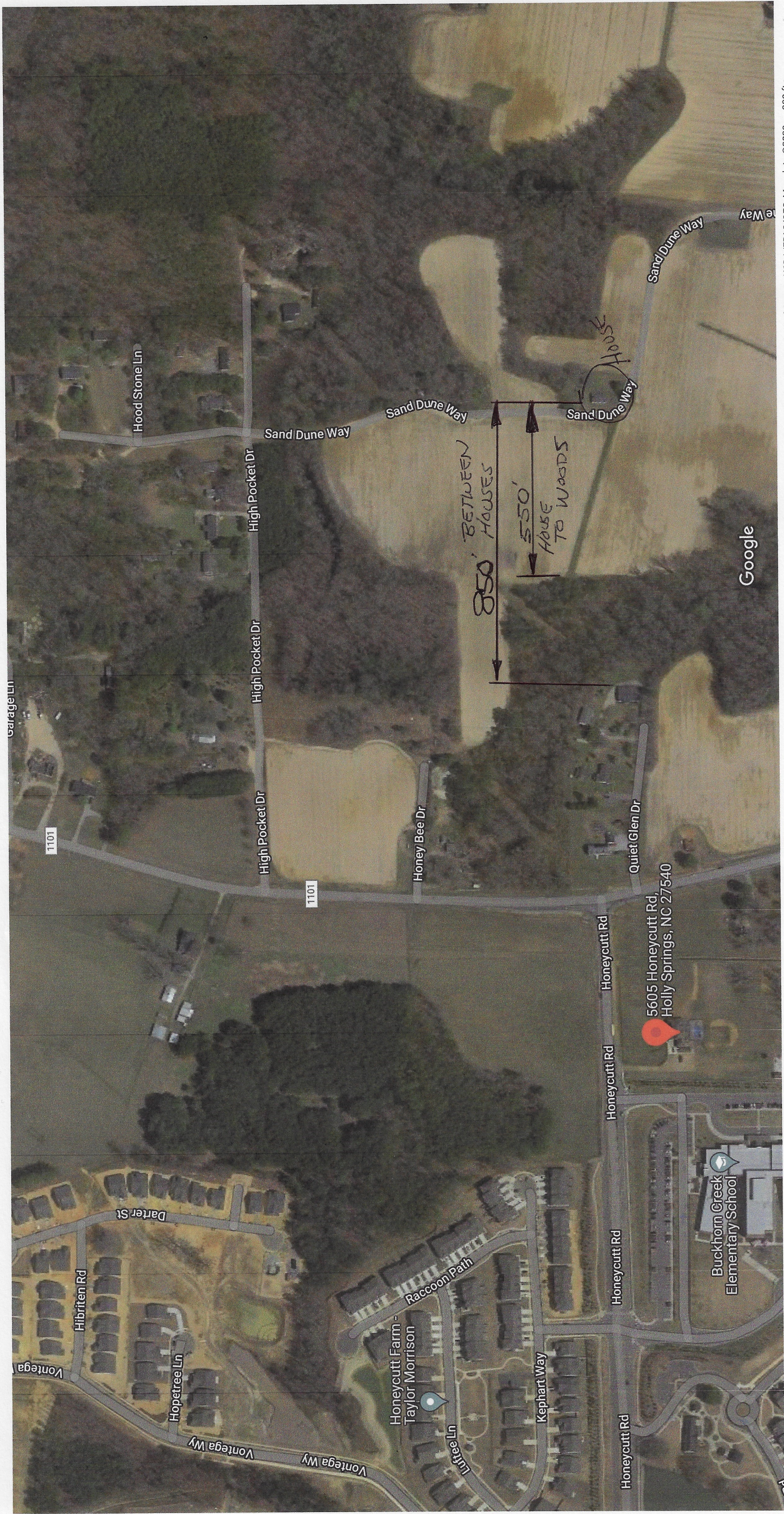
Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

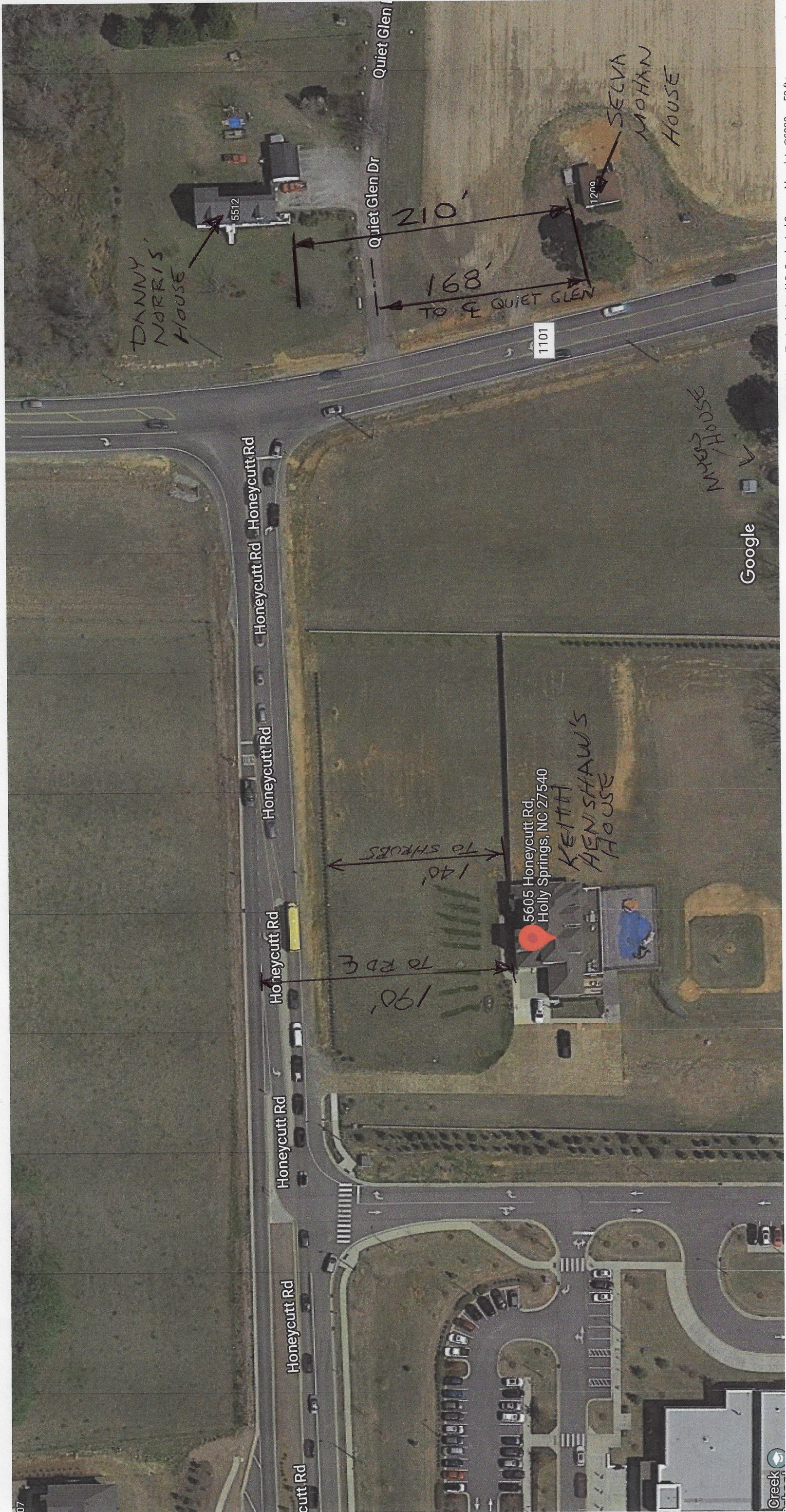


Attachment S



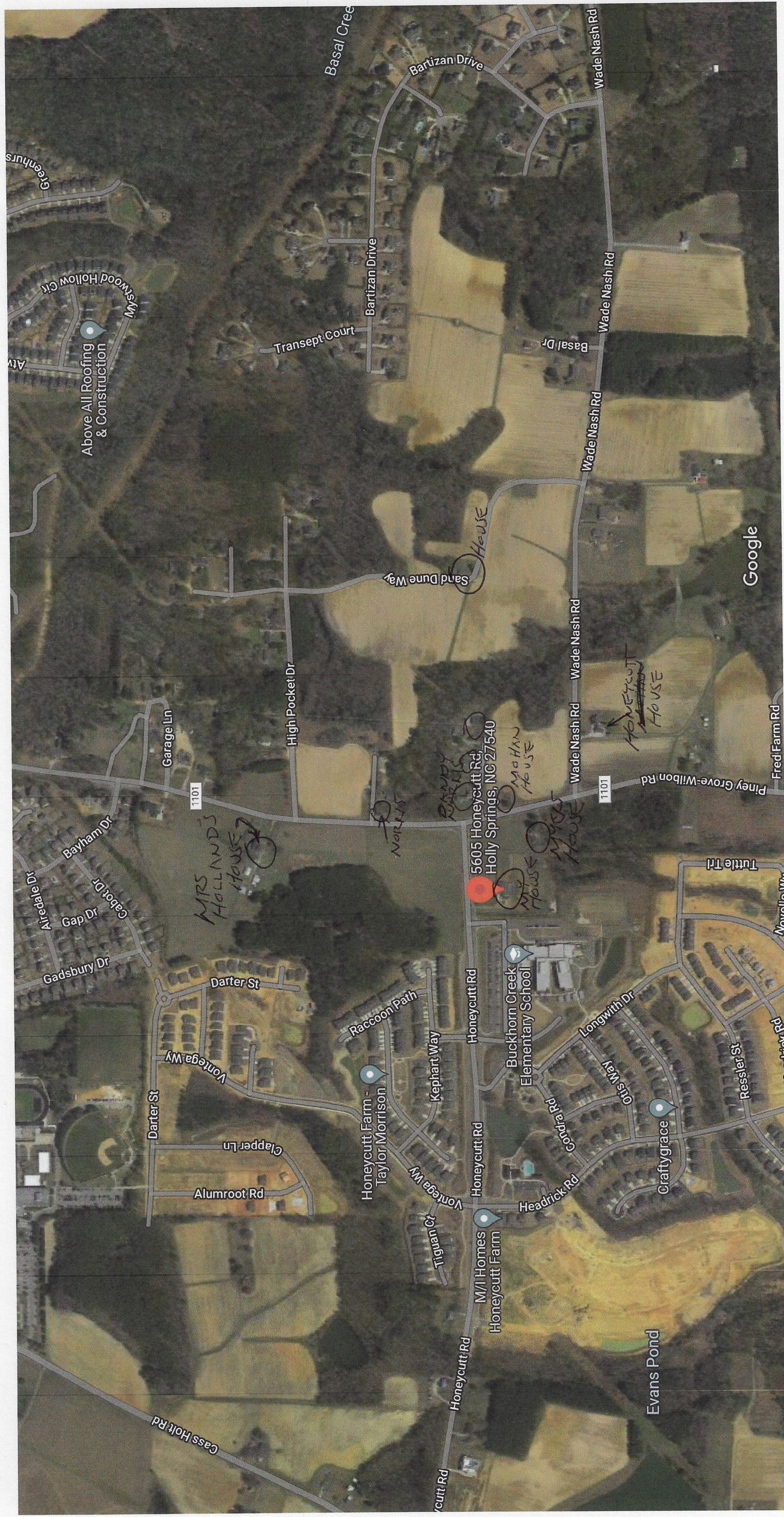
Imagery ©2023 Maxar Technologies, U.S. Geological Survey, USDA/FPAC/GEO, Map data ©2023 200 ft

Attachment 6



Imagery ©2023 Maxar Technologies, U.S. Geological Survey, Map data ©2023 50 ft

Attachment 7



Imagery ©2023 Maxar Technologies, U.S. Geological Survey, USDA/FPAC/GEQ, Map data ©2023 500 ft

GENERAL AREA
Attachment 8



HOT SPOT

**PINEY GROVE WILBON
ROAD AT HONEYCUTT ROAD
AND WADE NASH ROAD**

HOLLY SPRINGS, NC

PRELIMINARY RECOMMENDATIONS

Attachment 9 - Hot Spot Study



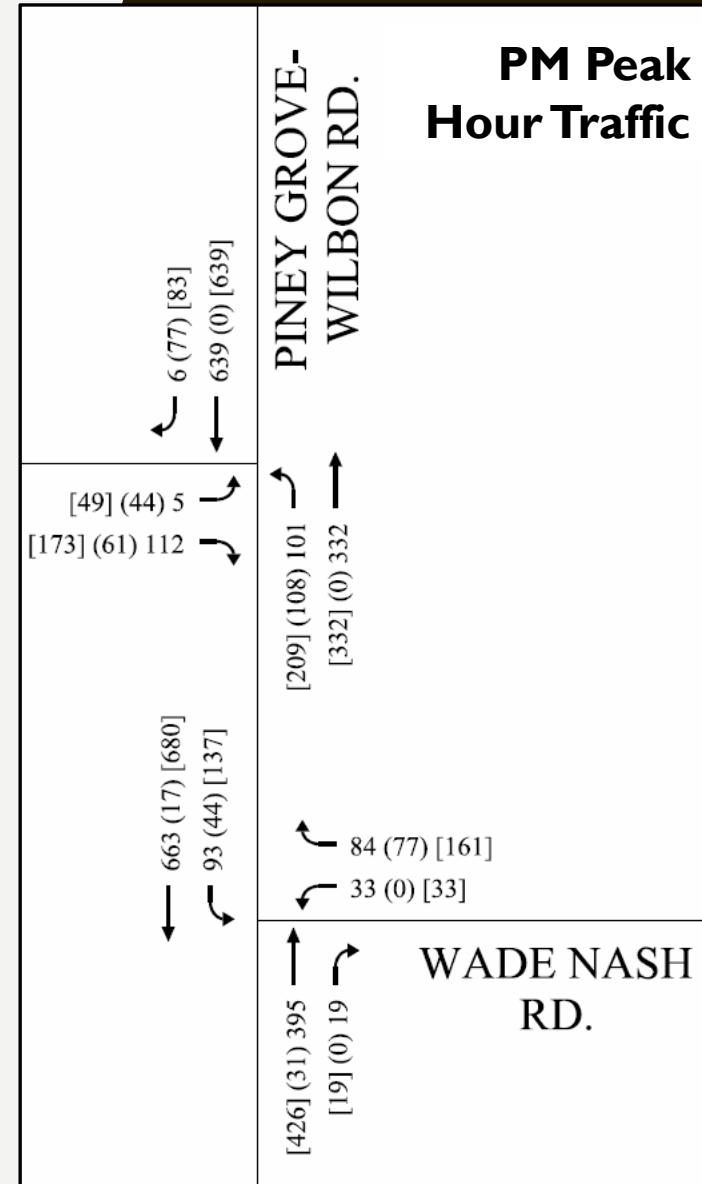
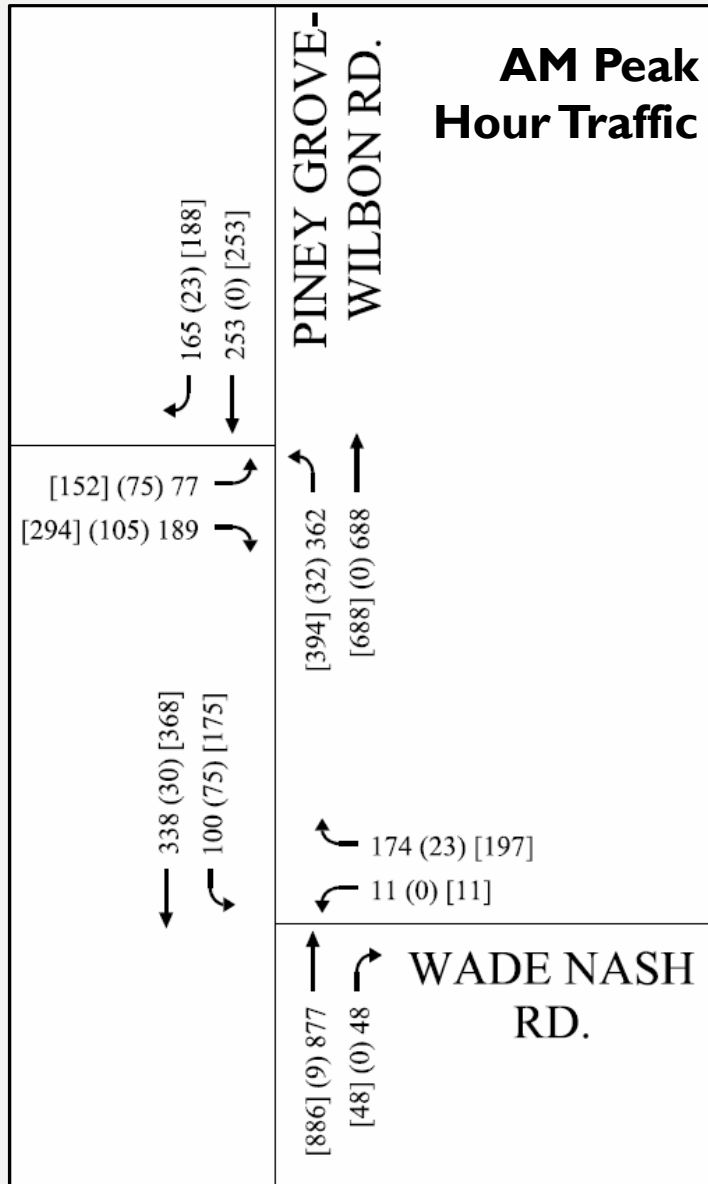
HOT-SPOT PINEY GROVE WILBON RD AT HONEYCUTT RD & WADE NASH RD

- *Significant north/south commuter route; realignment of Honeycutt and Wade Nash to create east/west connector; school in SW quad; residential and support development planned*

Attachment 9 - Hot Spot Study



Build AM/PM Traffic Volumes – Honeycutt Farms TIA



Attachment 9 - Hot Spot Study

Piney Grove Wilbon Road at Honeycutt Road and Wade Nash Road

ANALYSIS SCENARIO		A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
				Approach	Overall (seconds)	Approach	Overall (seconds)
Alternative 1 - Baseline	Honeycutt Rd at PGW Rd	EB WB NB SB	1 LT, 1 RT -- 2 LT, 2 TH 2 TH, 1 RT	C -- A C	B (15)	C -- B B	B (17)
	Wade Nash Rd at PGW Rd	EB WB NB SB	-- 1 LT-RT, 1 RT 2 TH, 1 RT 2 LT, 2 TH	-- D B B	C (21)	-- C B B	B (16)
Alternative 2 - Realign PGW	Honeycutt Rd at PGW Rd	EB WB NB SB	1 LT, 1 RT -- 2 LT, 2 TH 2 TH, 1 RT	C -- B B	B (19)	C -- B B	B (18)
	Wade Nash Rd at PGW Rd	EB WB NB SB	2 LT, 2 TH 2 TH, 1 RT -- 2 LT, 1 RT	C D -- B	C (20)	B -- B A	B (14)
Alternative 3 - Partial SS (XX)* - U-turn location LOS	Honeycutt Rd at PGW Rd	EB WB NB SB	1 LT, 2 RT -- 1 U-LT, 1 LT, 2 TH 2 TH, 1 RT	C -- B C	C (22)	C -- B C	C (22)
	Wade Nash Rd at PGW Rd	EB WB NB SB	-- 2 RT 2 TH, 1 RT (2 TH)* (1 UT)*	-- C A (B)* (C)*	A (8) B (18)	-- C A (B)* (C)*	A (9) B (12)
Alternative 4 - Dual Roundabouts **full slip lane	Honeycutt Rd at PGW Rd	EB WB NB SB	1 LT-RT, 1 RT -- 1 LT-TH, 1 TH** 1 TH, 1 TH-RT	D -- B D	C (18)	A -- E D	D (26)
	Wade Nash Rd at PGW Rd	EB WB NB SB	-- 1 LT, 1 RT** 2TH, 1 RT** 1 LT-TH, 1 TH	-- A F A	E (41)	-- A A C	B (13)
Alternative 5 - Realign Wade Nash Rd	Honeycutt Rd / Wade Nash Rd at PGW Rd	EB WB NB SB	1 LT, 1 TH, 1 RT 1 LT, 1 TH, 1 RT 2 LT, 1 TH, 1 TH-RT 2 LT, 2 TH, 1 RT	C D D D	D (40)	C D C C	C (29)

Alternative I - Baseline Scenario



Alternative 2 – Realign Piney Grove Wilbon Road



CHALLENGES

- Need to serve North/South commuter traffic pattern
- Property acquisitions likely

Alternative 3 – Partial Superstreet

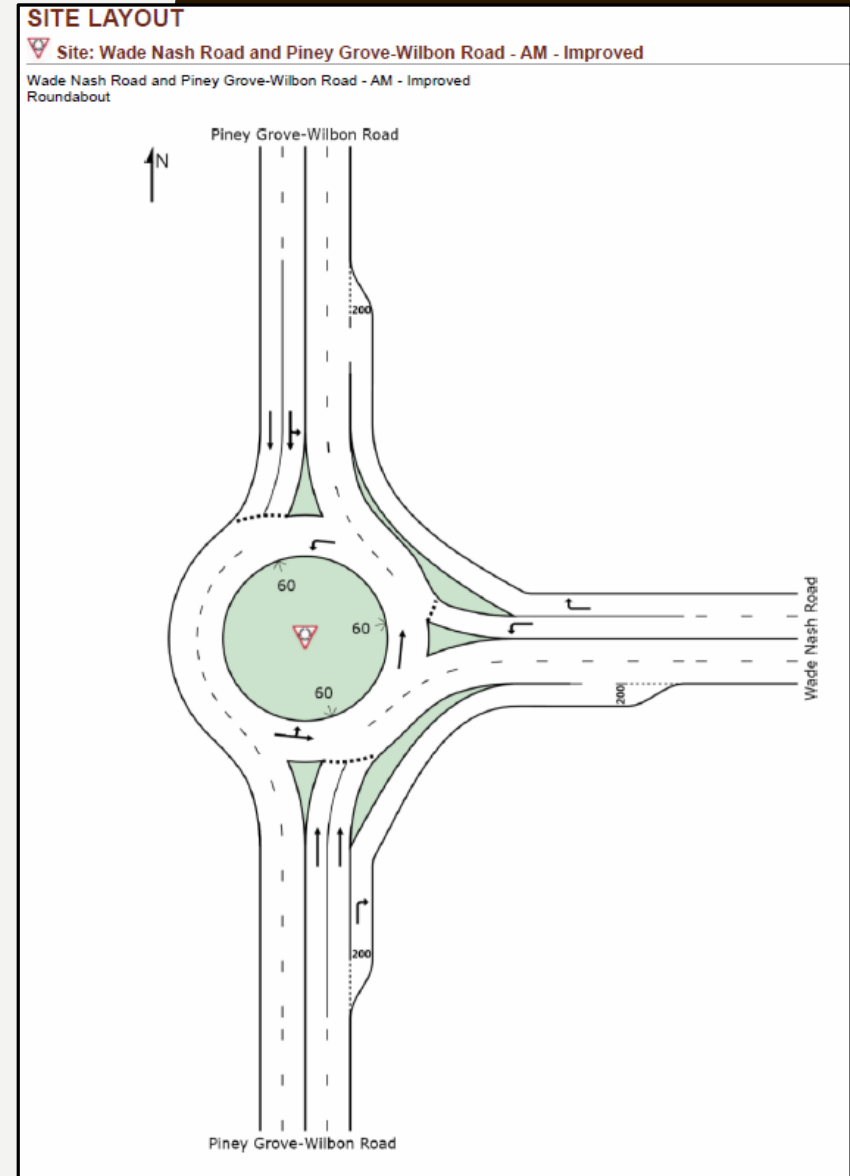
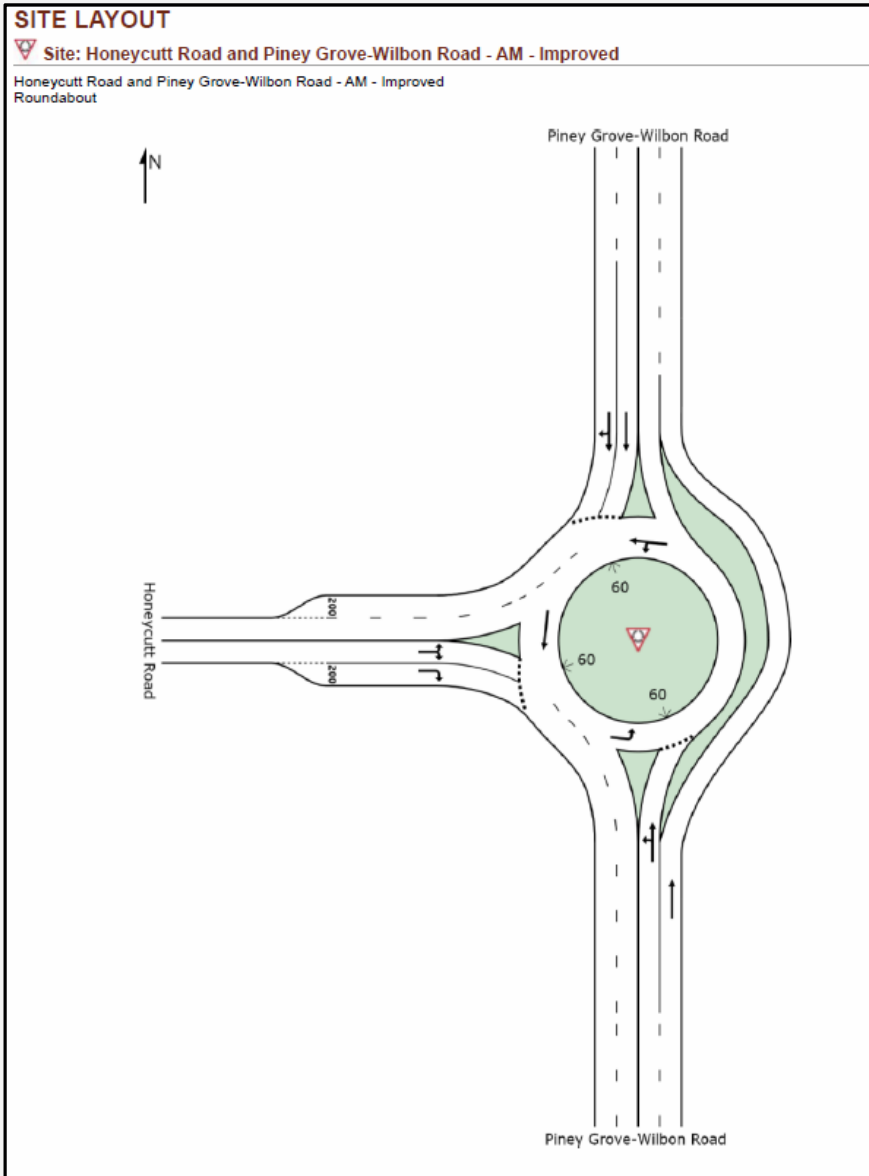


CHALLENGES

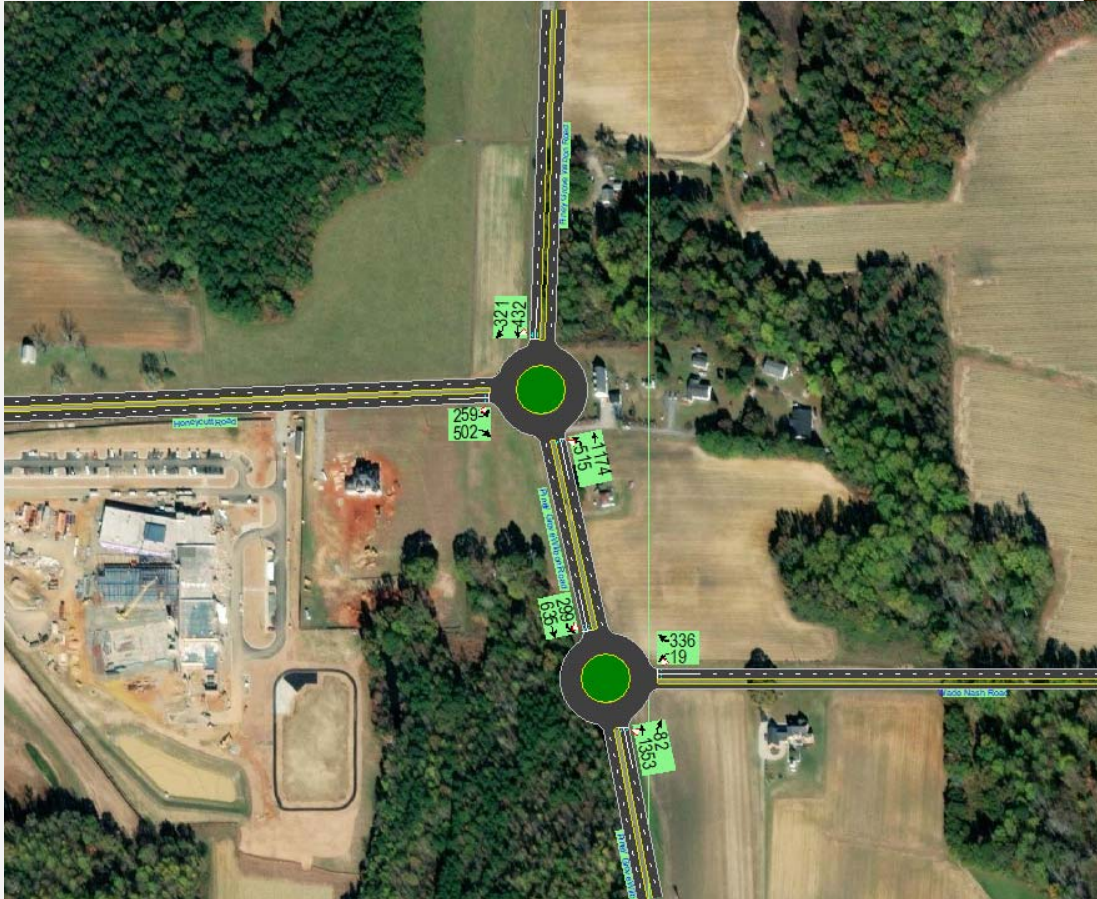
- Signals needed at Honeycutt Rd, Wade Nash Road, U-turn location based on turning movements
- AM northbound queueing

Attachment 9 - Hot Spot Study

Alternative 4 – Dual Roundabouts



Alternative 4 – Dual Roundabouts



CHALLENGES

- Property acquisitions likely
- Construction costs
- School Bus design accommodations

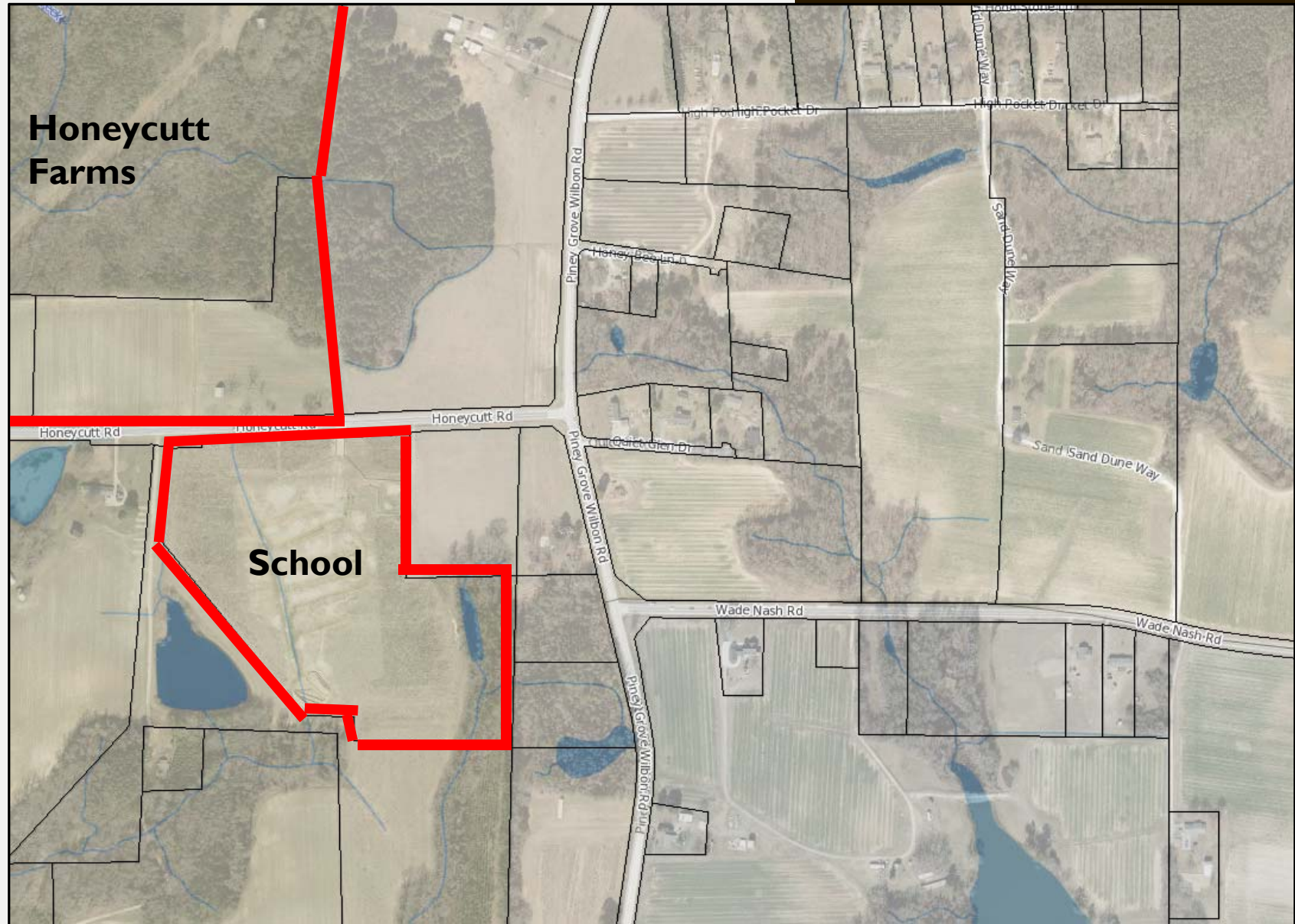
Alternative 5 – Realign Honeycutt Rd / Wade Nash Rd



CHALLENGES

- Honeycutt Farms property line
- Property acquisitions likely

Attachment 9 - Hot Spot Study



Attachment 9 - Hot Spot Study



HOT-SPOT **PINEY GROVE** **WILBON RD AT** **HONEYCUTT RD** **AND WADE NASH** **RD**

Significant north/south commuter route; realignment of Honeycutt and Wade Nash to create east/west connector; school in SW quad; residential and support development planned

- **Suggestion 1** – signalize offset intersections with planned four lane cross sections plus turn lanes
- **Suggestion 2** – realign Honeycutt Rd and Wade Nash Road



Figure 8-17: Piney Grove Wilbon at Wade Nash Proposed Improvements

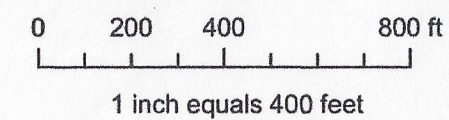


TITLE

Disclaimer
iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.

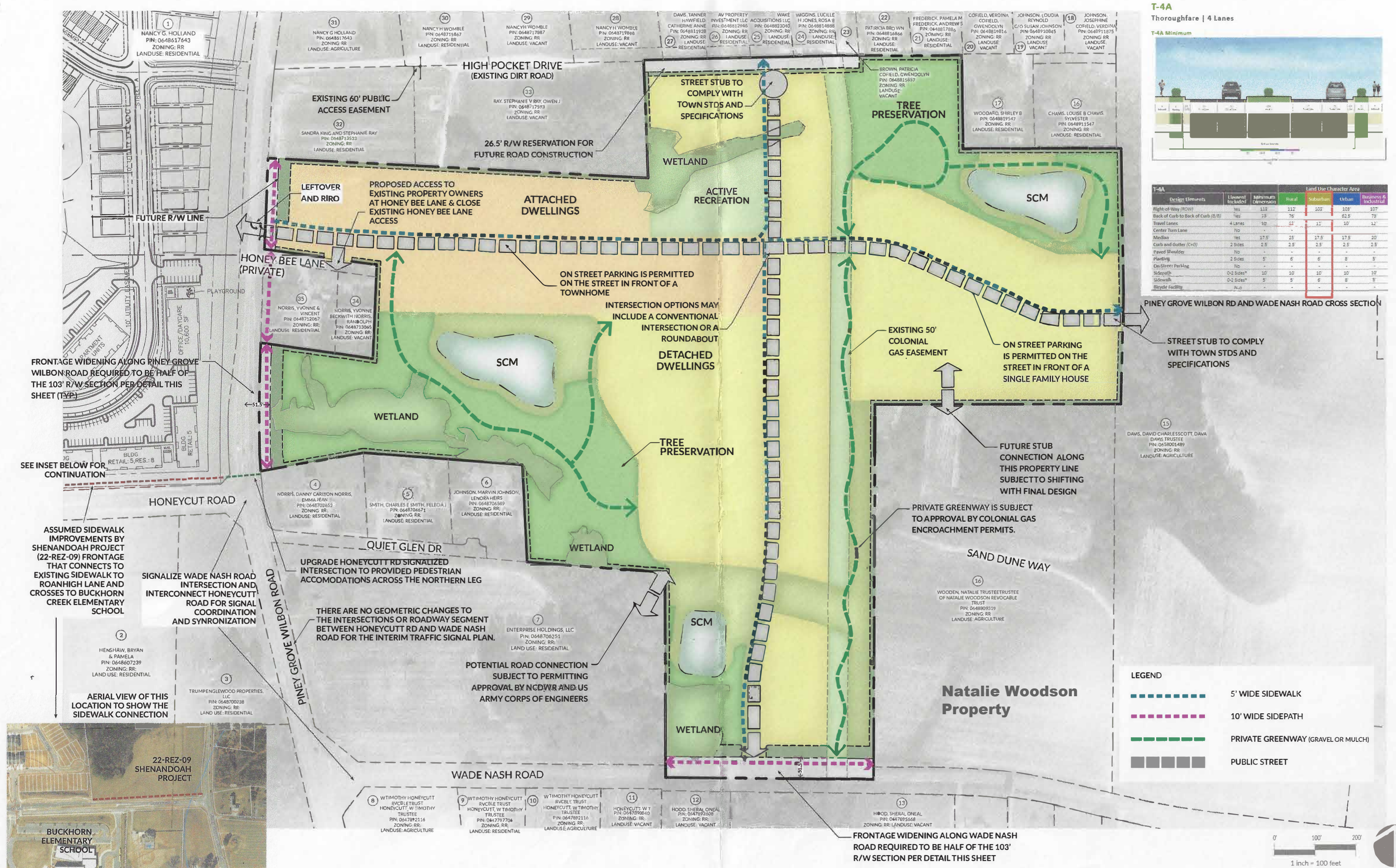


TITLE



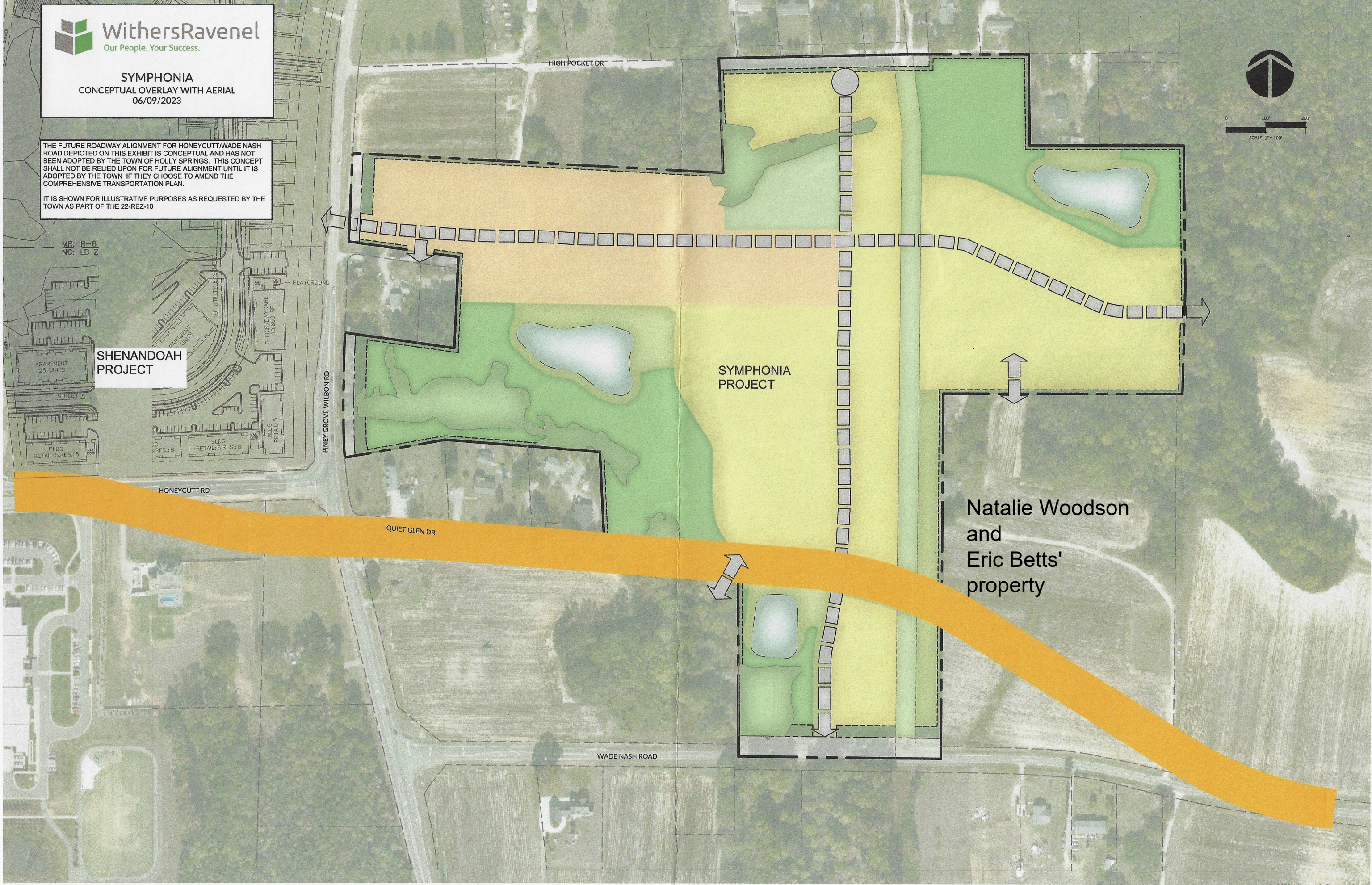
Disclaimer
iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.

Attachment 13 Not Used



Design Elements	Element Included	Minimum Dimension	Land Use Character Area			
			Rural	Suburban	Urban	Business & Industrial
Right-of-Way (ROW)	Yes	110	112	103	103	107
Back of Curb to Back of Curb (B/C)	Yes	73	76	62.5	62.5	78
Travel Lanes	4 Lanes	30	32	15	10	12
Center Turn Lane	No	-	-	-	-	-
Median	Yes	17.5	25	17.5	17.5	20
Curb and Gutter (C/G)	2 Sides	2.5	2.5	2.5	2.5	2.5
Shoulder	No	-	-	-	-	-
Parking	2 Sides	5	6	6	8	5
On-Street Parking	No	-	-	-	-	-
Sidepath	0-2 Sides	10	10	10	10	10
Sidewalk	0-2 Sides	5	5	6	6	5
Bicycle Facility	No	-	-	-	-	-

Attachment 15 - Symphonia Proposed Alignment - Presented in July 25, 2023 Planning Board Meeting



WithersRavenel
Our People. Your Success.

SYMPHONIA
CONCEPTUAL OVERLAY WITH AERIAL
06/09/2023

THE FUTURE ROADWAY ALIGNMENT FOR HONEYCUTT/WADE NASH ROAD DEPICTED ON THIS EXHIBIT IS CONCEPTUAL AND HAS NOT BEEN ADOPTED BY THE TOWN OF HOLLY SPRINGS. THIS CONCEPT SHALL NOT BE RELIED UPON FOR FUTURE ALIGNMENT UNTIL IT IS ADOPTED BY THE TOWN IF THEY CHOOSE TO AMEND THE COMPREHENSIVE TRANSPORTATION PLAN.

IT IS SHOWN FOR ILLUSTRATIVE PURPOSES AS REQUESTED BY THE TOWN AS PART OF THE 22-REZ-10

SHENANDOAH PROJECT

SYMPHONIA PROJECT

Natalie Woodson and Eric Betts' property

Fwd: Comprehensive Plan Amendment Process

From: haysede@aol.com

To: jbarron@morningstarlawgroup.com; john@adcocklawfirm.com

Cc: john.schifano@hollyspringsnc.gov; elizabeth.goodson@hollyspringsnc.gov; sean.ryan@hollyspringsnc.gov; aragouy@yahoo.com; mohans60@gmail.com; gogetravi@gmail.com

Date: Thursday, December 8, 2022 at 08:23 PM EST

Jason,

In response to the e-mail below, you called me to discuss the Honeycutt Rd road alignment and what your subdivision would propose. You stated that you would be proposing two stop lights at the existing intersections of Piney Grove Wilbon/Honeycutt Rd and at Piney Grove Wilbon/Wade Nash. You did not know what 1100 Piney Grove Wilbon/Shenandoah Homes subdivision was going to propose. You took the action to reach out to the other subdivision (1100 Piney Grove Wilbon - Shenandoah Homes) to see if they wanted to get together with you and I to discuss what would be proposed with respect to roadway alignment. I believe a meeting would ensure that we are on the same page and that could eliminate delays down the road and lessen the chance that objections are raised. I have not heard anything from you since that phone call, and I have not heard from anyone with the 1100 Piney Grove Wilbon / Shenandoah homes. Is a meeting going to happen to discuss this topic?

John Adcock - See e-mail string below. I have not heard anything from anyone with the 1100 Piney Grove Wilbon / Shenandoah homes project. John Schifano (Holly Springs town attorney) had recommended that I reach out to you and Jason Barron. Would you, or if you are not the correct person, someone else from the 1100 Piney Grove Wilbon / Shenandoah homes project like to discuss the subdivision recommendations on Honeycutt Rd changes and potential impacts to my property at 5605 Honeycutt Rd, or is the first time we meet going to be during the public hearings for rezoning? If you (or another subdivision project representative) would like to discuss, please call me at (804) 683-4674.

Thank you,
Keith Henshaw
(804) 683-4674

-----Original Message-----

From: haysede <haysede@aol.com>

To: john.schifano@hollyspringsnc.gov <john.schifano@hollyspringsnc.gov>; mohans60@gmail.com <mohans60@gmail.com>; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>; Sean Ryan <sean.ryan@hollyspringsnc.gov>

Cc: jbarron@morningstarlawgroup.com <jbarron@morningstarlawgroup.com>; john@adcocklawfirm.com <john@adcocklawfirm.com>; aragouy@yahoo.com <aragouy@yahoo.com>

Sent: Mon, Nov 21, 2022 10:03 am

Subject: Re: Comprehensive Plan Amendment Process

Sent from my Verizon, Samsung Galaxy smartphone

Resending this e-mail from last week and adding Sean Ryan and Beth Goodson with my proposed resolution

Keith Henshaw

----- Original message -----

From: haysede@aol.com

Date: 11/17/22 10:56 AM (GMT-05:00)

To: john.schifano@hollyspringsnc.gov, mohans60@gmail.com

Attachment 16

Cc: jbarron@morningstarlawgroup.com, john@adcocklawfirm.com, aragouy@yahoo.com
Subject: Re: Comprehensive Plan Amendment Process

I would be willing to meet with Mr. Barron and Mr. Adcock. I believe I have a solution that would eliminate all impact to Mr. Mohan and Jason Barron's Symphonia subdivision, and have minimal impact to myself and the 1100 Piney Grove subdivision.

It involves putting traffic lights at the Honeycutt Rd / Piney Grove Wilson intersection and the Wade Nash / Piney Grove intersection. This was one of the options chosen as finalists in the Ramey Kemp Hot Spot Study in 2019, and was a valid alternative. I have already planted landscaping at 50' from Honeycutt Rd centerline based on input from the town of Holly Springs in 2015 and based on input from the DOT in 2017 (during road improvements for Buckhorn Elementary). If we can avoid that landscaping, that would help me get on board with subdivision plans. The cross sections of the new road are 102', 105' or 112' depending on which cross section or e-mail you look at (102' and 105' in zoning application, and 112' based on e-mail I received from Sean Ryan). That would mean that 1/2 of the roadway cross section from Honeycutt Road Centerline to edge of ROW would be 51', 52.5' or 56'. Submittal comments to the developer already asks the developer to account for half of the overall road/ROW width. To not affect my landscaping, and limit my impact to 50' from highway centerline, 1100 Piney Grove Wilbon would need to allow 52', 55', or 62' from Honeycutt Road centerline. Restated, worst case if 1100 Piney Grove Wilbon could absorb an extra 6 feet of width in their planning (1, 2.5' or 6' depending on cross section), the impact on my property would be limited to the 50' the town originally told me and I would be happy.

This proposal would eliminate all impact on Symphonia and Mr. Mohan. It would minimize impact on my property and Mr. Myers and have very little impact on Shenandoah homes. Note that if the road runs through my yard as page 173 of the SWAS shows, then Shenandoah homes would not be able to access Honeycutt Rd which would not work for them either.

Developers Representatives - Please let me know if you would like to discuss this. I am available any time during business hours.

Thank you,
Keith Henshaw (Owner of 5605 Honeycutt Rd)
(804) 683-4674

-----Original Message-----

From: John Schifano <john.schifano@hollyspringsnc.gov>
To: haysede@aol.com <haysede@aol.com>; mohans60@gmail.com <mohans60@gmail.com>
Cc: Jason Barron <jbarron@morningstarlawgroup.com>; john@adcocklawfirm.com <john@adcocklawfirm.com>
Sent: Mon, Oct 31, 2022 10:08 am
Subject: Comprehensive Plan Amendment Process

Messrs. Henshaw & Mohan,

I understand that you both have recently met with the Development Services staff in Holly Springs. You have also made several public records requests regarding the proposed Wade Nash- Honeycutt Rd. connection. I will verify the status of this document request today.

Below is a snapshot of what would be required for a comprehensive plan amendment for the town council to consider. As you know, this Wade Nash- Honeycutt Road connection is part of the town's comprehensive plan. If you would like to change the proposed alignment in a significant way, a comprehensive plan amendment would be required. I have mentioned to Mr. Mohan via email that there are other property owners/developers interested in a change in this proposed alignment as well. Working with the others may be beneficial to your interests. The other property owners are represented by attorneys Jason Barron and John Adcock. They are cc'd here.

I believe the Development Services staff has now responded to your inquiries to the extent they are able on this issue. If you have further requests for documents on this issue, please route them through me.

John Schifano
Town Attorney, Town of Holly Springs, NC
PO Box 8
Holly Springs, NC
919-557-2917 (o)
john.schifano@hollyspringsnc.gov



www.hollyspringsnc.gov

During your meeting with Development Services staff on October 27, you requested information on how you could request an amendment to the Comprehensive Plan. Below is an outline of the steps that need to be taken to submit this request.

- A Comprehensive Plan Amendment Application must be completed. The Application is available at this link: <https://www.hollyspringsnc.us/DocumentCenter/View/646/A02-Rezoning-?bidId=>
 - Complete the Application
 - Assemble the required supporting documentation as indicated on the “Comprehensive Plan Amendment” checklist
- The application and supporting materials must be submitted through the CityView portal
 - The CityView portal is located at the following link: <https://cityview.hollyspringsnc.us/portal>
 - You will select Apply for a Planning & Zoning Review
 - Login to the portal. If you do not have an account, you will need to register.
 - Once in the portal, you will select Application Type: Comprehensive Plan Amendment.
 - Complete the application in CityView and upload the completed application and supporting materials.
- Applications are accepted on a monthly basis. The submittal calendar can be found at this link: <https://www.hollyspringsnc.us/DocumentCenter/View/39426/Town-Council-Projects-2022>. The next submittal dates are as follows:
 - November 23
 - December 30
- Once the application is submitted, you will be contacted to pay the fee based on the Town’s adopted fee schedule, available at this link: <https://www.hollyspringsnc.us/DocumentCenter/View/644/Development-Petition-Submittals-FY-22-23-Fee-Schedule?bidId=>
 - Amendment to Comp Plan: \$700
- The application will be reviewed according to the review schedule.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

Traffic Impact Analysis for

Symphonia – Holly Springs Assemblage Development

Holly Springs, North Carolina

Prepared for:

Marina Holly Springs

Prepared by:

Kimley-Horn and Associates, Inc.

NC License #F-0102
421 Fayetteville Street, Suite 600
Raleigh, NC 27701
(919) 677-2000

August 2022

014249001



6.4 Piney Grove-Wilbon Road at Wade Nash Road

Analyses indicate that the unsignalized intersection of Piney Grove-Wilbon Road at Wade Nash Road currently operates with moderate delays in the AM peak hour and short delays in the PM peak hour on the minor street approach (Wade Nash Road).

Study Year 2026 Conditions

With the addition of background growth and approved development traffic, this intersection is expected to operate with long delays on the minor street approach in the study year 2026 with or without the Symphonia development in place.



As identified in the Piney Grove TIA, a scenario was studied to signalize this intersection, which resulted in overall moderate to long delays. However, signalization is not recommended due to signal spacing to Honeycutt Road and the potential future realignment of Honeycutt Road and Wade Nash Road. It should also be noted that the proposed development is only anticipated to account for 1% of the total future traffic at this intersection. Based on the minimal impact of the project on intersection volumes and queues, no improvements are recommended to be performed at this intersection as part of this development.

Study Year 2031 Conditions

Analyses indicate that long delays on the minor street approach anticipated in the study year 2026 are expected to continue in the year 2031 with or without the proposed development in place.

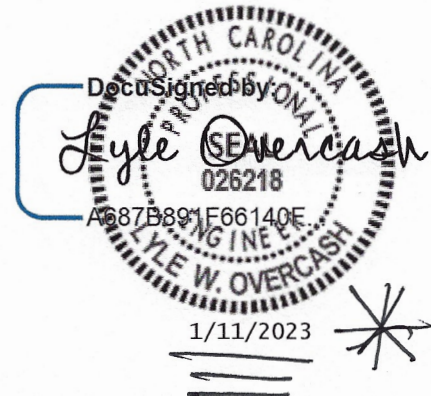
Table 6.4 summarizes the operation of the intersection of Piney Grove-Wilbon Road at Wade Nash Road for the existing (2022), the projected (2026) background and build-out traffic conditions, and the projected (2031) background and build-out traffic conditions.



KIMLEY-HORN AND ASSOCIATES, INC
NC License #F-0102

January 11, 2023

Nikki St. Pierre
Development Review Coordinator
Town of Holly Springs
PO Box 8
128 S Main Street
Holly Springs, NC 27540



RE: **PLSS202200248**
Symphonia TIA Addendum Response to 1st Review Comments
Holly Springs, North Carolina

The *Symphonia Development TIA* (Kimley-Horn, August 2022) has been reviewed by both the Town of Holly Springs and NCDOT. NCDOT issued their TIA review letter on October 10, 2022, the Town issued their review letter on November 7, 2022. Copies of both TIA reviews are included as an attachment to this document. NCDOT agreed with all the recommendations in the TIA with one exception. NCDOT also recommended an additional northbound right-turn lane with 50 feet of storage at Site Driveway 1 along Piney Grove-Wilbon Road. This has been incorporated into this addendum analysis.

The Town's comments predominantly revolved around improvement options for the intersections of Honeycutt Road and Wade Nash Road at Piney Grove-Wilbon Road. To discuss options, a meeting was held with the Town and NCDOT on December 8, 2022, to discuss various alternatives for improvements to these intersections. Therefore, the following topics will be addressed in this addendum that cover the Town's comments in their initial review of the TIA and additional items discussed at the December meeting:

- Re-evaluate Site Driveway 1 (Honeybee) along Piney Grove to change from full access to a restricted access, left-in/right-in/right-out.
- Evaluate a build-out scenario that incorporates dual signalized intersections at Piney Grove-Wilbon Road at Honeycutt Road and Piney Grove-Wilbon Road at Wade Nash Road.
- Perform a signal warrant analysis for Wade Nash Road at Piney Grove-Wilbon Road intersection
- Safety analysis for Piney Grove-Wilbon Road at Honeycutt Road and Wade Nash Road intersections
- Re-alignment analysis per the Town's Transportation Plan at Piney Grove-Wilbon Road at Honeycutt Road and Piney Grove-Wilbon Road at Wade Nash Road, with comparison to dual signal analysis
- Future year (2045) dual roundabout analysis

This analysis is an addendum to the *Symphonia Development TIA* and utilized the same assumptions as the TIA. As stated in the original Memorandum of Understanding (MOU) included in the TIA, existing peak hour factors were maintained through the analysis, in lieu of using 0.90 throughout the TIA. Some PHFs were slightly less than 0.90, while some higher. Overall, the presence of schools in the study

There were 12 reported crashes at or in the vicinity of Piney Grove-Wilbon at Honeycutt Road during the time period where data was provided. There were four (4) Class C crashes and eight (8) property-damage only crashes at the intersection. There were six (6) left turn crashes and two (2) rear-end crashes at this intersection. The calculated severity index for this intersection is 3.47. A severity index above 8.4 indicates a severe crash location.

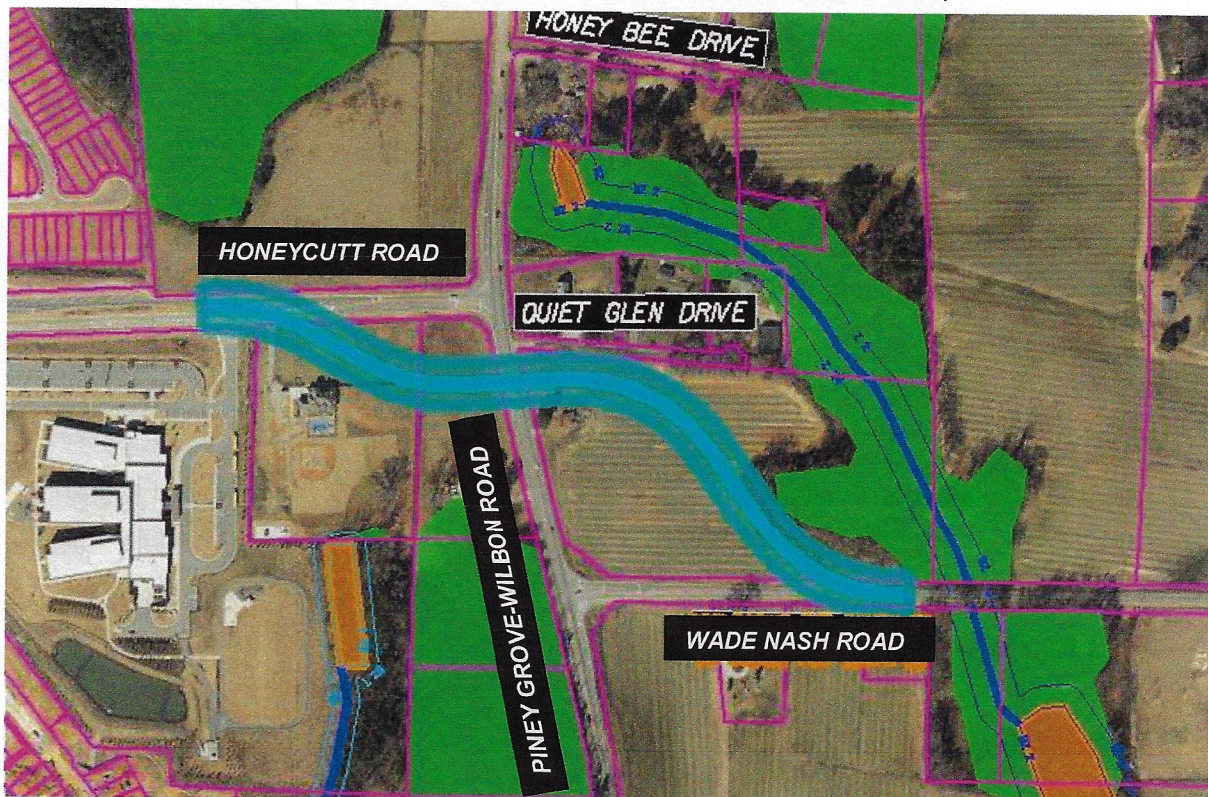
REALIGNMENT ANALYSIS

Assumptions

As mentioned previously, in their review the Town requested an analysis of the realignment of Wade Nash and Honeycutt Roads to form a 4-leg intersection, which was also recommended in the Southwest Area Study (SWS). Geometric and volume development assumptions for the realigned Piney Grove-Wilbon Road at Honeycutt Road/Wade Nash Road intersection were taken from the Hot Spot preliminary recommendations.

The presence of wetlands east and west of Piney Grove-Wilbon Road and north of Wade Nash Road along create challenges with a realignment of these roadways. In addition, previous development in the southwest quadrant of the Honeycutt Road intersection, existing homes east of Honeycutt Road, and planned development in the northwest quadrant all contribute to the complicated realignment design.

Below is a schematic of how the roads could possibly be realigned. However, this alignment assumes a 35 mph design speed, while the roads in the study area are all posted at 45 mph.



Capacity Analysis

A capacity analysis was performed for this intersection for the Build-out (2026 and 2031) traffic conditions. Table 12 summarizes the operations for the AM and PM peak hour traffic conditions.

Table 12 Level-of-Service Summary		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Piney Grove-Wilbon Road at Honeycutt Road/Wade Nash Road (Signalized)		
Build-out (2026) Traffic	C (33.0)	D (52.8)
Build-out (2031) Traffic	D (50.1)	E (68.1)

 The signalized offset T scenario (700' spacing) operates as well or even better than the realignment of the intersections, in addition, offset 3-leg intersections can also provide a number of advantages of a conventional 4-leg intersection, including:

- Safety
- Cost, for both the new facilities, and lost cost of recently improved roadways
- Impact to adjacent properties, many of the neighbors have expressed concerns with the realignment
- Environmental impacts

Therefore, it is recommended to signalize the intersection in coordination with the Piney Grove-Wilbon Road at Honeycutt Road intersection to the north. This will require a fiber connection between the intersections. Wood poles should be utilized in the construction to be consistent with the Honeycutt Road signal, given the future widening along Piney Grove-Wilbon Road ultimately.

ROUNABOUT ANALYSIS

An additional alternative to realignment or dual signals would be roundabouts at each intersection. A request was made for an analysis be done for the consideration of dual roundabouts at the intersections of Piney Grove-Wilbon Road at Honeycutt Road and Piney Grove-Wilbon Road at Wade Nash Road to determine feasibility at a future year of 2045. Traffic was grown at 1% from 2031 to 2045. Year 2045 was selected as the build year for the roundabout analysis, as the investments in roundabout would be significant and once constructed, roundabouts are not easily expanded for additional capacity.

Capacity Analysis

The roundabout designs that were deemed necessary for the roundabouts to function with acceptable LOS and v/c ratio are shown below:

Town of Holly Springs

SPECIAL STUDY STAFF REVIEW COMMENTS

Development Services

(919) 557-3939 • (919) 552-9881 fax • www.hollyspringsnc.us

Project:	<u>Symphonia - TIA</u>	Project #	<u>22-15-TIA</u>
Petitioner:	<u>Lyle Overcash</u> <u>Kimley-Horn</u>	E-mail:	<u>lyle.overcash@kimley-horn.com</u>
		Phone:	<u>919-678-4131</u>
CC:	<u>Ed Tang</u>	E-mail:	<u>etang@withersravenel.com</u>
	<u>Withers Ravenel</u>	Phone:	<u>919-238-0338</u>
CC:	<u>Monty Steckler</u>		<u>monty@thesnrgroup.com</u>
	<u>Marina Holly Springs, LLC</u>		<u>919-773-2914</u>
CC:	<u>Elizabeth Goodson, TOHS</u>		<u>Elizabeth.goodson@hollyspringsnc.gov</u>
Date:	<u>November 7, 2022</u>	From:	<u>Rachel Jones</u>
Review:	<u>1st Review</u>	Pages:	<u>3</u>

APPLICATION#: PLSS202200248

FOR RESUBMITAL:

Submit one (1) revised copy of your report with written responses via the [CityView Portal](#) and any model files to the following link [Model & Synchro Files](#) by **Friday at noon** to be routed in that week's review cycle

DEVELOPMENT SERVICES: Rachel Jones (919) 577-3161 Rachel.Jones@hollyspringsnc.gov

The Town of Holly Springs uses a consultant to outsource review of special studies or other aspects of the plan. The following review may contain all or a portion of the consultant's comments, combined with comments from the Town of Holly Springs.

General Information

1. Please be aware that the fee for the third-party review of this document will be billed at a later time. Please return the payment as soon as possible to prevent delay in your project later in the process. All fees billed to date should be paid prior to resubmittal of this study.
2. Please be aware that this Special Study must be finalized with all review comments fully addressed prior to this project being scheduled for Planning Board and Town Council.
3. Have you received review comments from the NCDOT Congestion Management? Please include those with your next TIA submittal to the Town and verify that all comments have been addressed, with all recommendations incorporated into your project.
4. The Build-out analysis included a mix of background improvements and recommended development mitigations. If the assumed background projects do not occur, it should be the developer's sole responsibility to construct all of the background improvements included in the TIA unless additional analysis can be provided to demonstrate the background mitigations are not warranted by the subject development.

Town of Holly Springs

SPECIAL STUDY STAFF REVIEW COMMENTS

Development Services

(919) 557-3939 • (919) 552-9881 fax • www.hollyspringsnc.us

5. Additional comments on potential transportation improvements and mitigation requirements may be provided after further review.

Summary of Comments

1. Per NCDOT Congestion Management Guidelines and the MOU, peak hour factors (PHFs) collected within the traffic counts should only be used for existing conditions analysis. A PHF greater than 0.90 should not be utilized for any future year analysis. The TIA should be revised to be consistent with this guidance. Lower PHFs should be considered at intersections along Honeycutt Road due to impact of school traffic operations.
2. The Build-out (2026 and 2031) – with Improvements analysis does not identify sufficient improvements to meet the Town of Holly Springs TIA Study Policy. Additional mitigation options should be identified within these scenarios (such as widening along Piney Grove-Wilbon Road, realignment of Honeycutt Road/Wade Nash Road or Alternative Solution, etc.) to improve the study intersections to meet the TIA Study Policy standards.
3. In accordance with the Town's UDO, the property frontage across Piney Grove Wilbon and Wade Nash are required to be improved to meet half of the ultimate street cross sections in the town's CTP. Please refer to the Cross Sections Maps in Section 3 and Section 5 <https://www.hollyspringsnc.gov/327/Comprehensive-Plan>

Report:

4. Northbound left-turn volume total on Figure 5.6 is incorrect for the Background (2031) PM calculation.
5. Table 6.6 in the TIA shows LOS B on the westbound approach at the intersection of Piney Grove-Wilbon/Site Access #1 under the 2031 conditions, which contradicts the Synchro model results.
6. The improvement recommendations for Site Access #1 are repeated instead of listing the recommendations for Site Access #2.
7. Piney Grove-Wilbon Road at Honeycutt Road and at Wade Nash Road: Additional improvements should be identified to meet the Town of Holly Springs UDO, CTP and NCDOT engineering requirements:

- Per the Town's Comprehensive Transportation Plan (CTP), Honeycutt Rd. and Wade Nash Rd. are planned to be realigned. This was also a Hot Spot Study in the 2019 SWAS. The Town's new CTP was adopted May 17, 2022 and shows the preferred layout (see snip-it below), where Honeycutt would be rerouted south to align with Wade Nash. Since this project property is at the intersection and has frontage along the subject roadways, please evaluate the intersection realignment and determine if this is a viable solution to resolve the issues at the intersections. This intersection is often brought up by our Town Council members as an area of concern. Continue to coordinate with the Town on next steps to explore the implementation of improvements at these intersections:

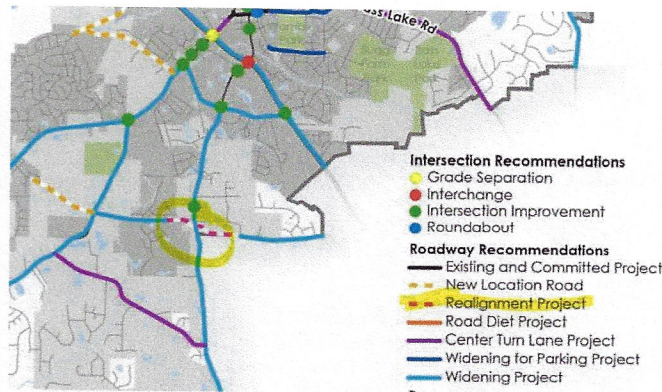
Town of Holly Springs

SPECIAL STUDY STAFF REVIEW COMMENTS

Development Services

(919) 557-3939 • (919) 552-9881 fax • www.hollyspringsnc.us

- As discussed at the meeting held on 10/21/22 with the Town and project applicant, alternative solutions to address intersection deficiencies should be provided as part of the TIA review. The TIA should provide alternative recommendations for how the study intersections will be improved to address safety and LOS standards for both NCDOT and the Town. Alternatives to the full intersection realignment shown in the CTP will be considered and reviewed as part of the TIA review process by the Town and the NCDOT.



Inclusion of Piney Grove Property:

8. Site Access #1: Sufficient spacing from the Honeycutt Road intersection and Wade Nash Rd. intersection should be provided at this site access to allow for consideration of a full movement driveway. If permitted as a full movement driveway, this site access would need to meet spacing requirements and should align with the Piney Grove Property Driveway proposed at High Pocket Rd.
9. If an alternative (RI/RO) access scenario was assumed for Piney Grove Property, U-turn traffic at the Piney Grove-Wilbon/Honeycutt Road intersection should be included in the analysis.
10. The applicant should coordinate with the Town, NCDOT and Piney Grove Property for access location and mitigation determinations, particularly concerning widening along Piney Grove-Wilbon Road and realignment options of Honeycutt Road/Wade Nash Road.
 - › Piney Grove-Wilbon Road at Site Access #1:
11. Site Access #1 needs to align with Piney Grove Property at High Pocket Dr. driveway to be considered as a full movement driveway. If permitted as a full movement driveway, this site access would need to meet spacing requirements. Revise capacity analysis to include the planned Piney Grove Property driveway as the fourth leg at this intersection.
12. Piney Grove-Wilbon Road at Ralph Stephens Road:
 - The analysis should revise the storage length assumptions for the northbound shared through/right-turn lane to fully contain projected queues along Piney Grove-Wilbon Road.

END COMMENTS

Please contact DSIntake@hollyspringsnc.gov for questions regarding our submittal process and submittal fee payment



KIMLEY-HORN AND ASSOCIATES, INC
NC License #F-0102

MEMORANDUM

To: Catherine Jacobs, PE, CFM
Town of Holly Springs

From: Lyle Overcash, PE
Kimley-Horn and Associates, Inc.

Date: May 31, 2023

Subject: Symphonia Development 2050 Analysis



This memorandum is to serve as a supplement to the *Symphonia Development TIA* (Kimley-Horn, August 2022) and the TIA Addendum from January 11, 2023. This updated analysis utilizes the 2031 dual signal and realignment analysis as presented in the TIA Addendum and projects those volumes to future year 2050 conditions. This document presents the 2031 to 2050 growth rate determination methodology, as well as the level of service results for the two scenarios.

In the original TIA and TIA Addendum, a 5% growth rate was used from 2022 to 2026 and a 3% growth rate was used from 2026 to 2031. These growth rates excluded approved development traffic, which was manually added to the background volumes in the TIA.

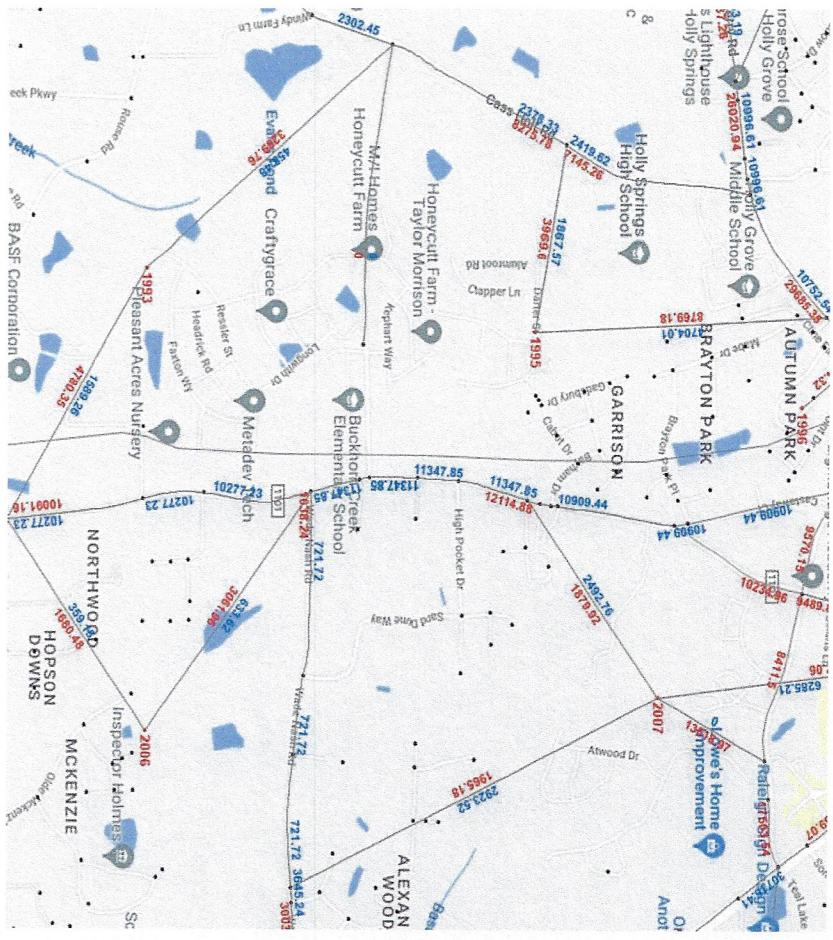
The 2050 Triangle Regional Model in the study area shows low growth rates on Piney Grove Wilbon Road, which does not seem realistic. This is likely due to how centroid connectors for Traffic Analysis Zones (TAZ) are coded. However, the TAZ growth rates for the study area are reasonable and were therefore averaged along with Piney Grove Wilbon Road to determine a more representative growth rate for the study area intersections. The average growth rate calculated from the TAZ and corridor growth resulted in a 2.3% growth rate for the period 2020 to 2050. Adjusting for the intermediate growth rates utilized in the TIA resulted in a growth rate of 1.55% for the post build time period of 2031 to 2050. The Piney Grove Growth Calculations document attached includes the Triangle Regional Model in this area, as well as additional description about the growth rate determination.

The Synchro files used in the TIA Addendum were used in this analysis, focusing on only the applicable study intersections. The volumes shown in those files were grown using the Synchro Volume Adjustment Factor. Roadway laneage for each scenario has Piney Grove-Wilbon Road, Wade Nash Road, and Honeycutt Road as 4-lane sections, as shown in the Southwest Area Study and Comprehensive Transportation Plan Cross Section Map, along with turn lanes at the intersections to have the scenarios be consistent. Both scenarios perform with acceptable and comparable delay and level of service (better than LOS D) with the dual signal solution actually performing better than the realigned scenario. Synchro Reports and a compiled LOS table are attached.

Should you have any questions or comments, please do not hesitate to contact me at (919) 678-4131 or lyle.overcash@kimley-horn.com.

Attachments: LOS Table, Piney Growth Wilbon Growth Calculations, Synchro Reports

Year 2050 - Level of Service Summary					
Intersection and Approach/Movement	Build-out - Offset Intersections		Build-out - Realigned		
	AM	PM	AM	PM	
Piney Grove-Wilbon Road at Honeycutt Road	B (14.0)	C (28.4)	N/A	N/A	
Eastbound	B (19.1)	D (53.0)			
Northbound	A (8.9)	B (15.1)			
Southbound	B (19.9)	C (30.2)			
Piney Grove-Wilbon Road at Wade Nash Road	C (23.1)	A (9.3)	N/A	N/A	
Westbound	D (48.5)	C (32.0)			
Northbound	C (28.3)	B (12.0)			
Southbound	A (8.2)	A (5.1)			
Piney Grove-Wilbon Road at Honeycutt Road/Wade Nash Road	N/A		D (37.9)	C (31.2)	
Eastbound			D (40.0)	D (42.6)	
Westbound			C (29.9)	C (27.2)	
Northbound			D (49.3)	C (20.8)	
Southbound			C (22.5)	D (34.4)	



Piney Grove Wilborn at Wade Nash Rd		2020	2050 Growth	2020 - 2050 Growth = 2.3%
PGW north of Wade Nash		11347	12114	0.2%
Wade Nash		721	1038	1.2%
PGW south of Wade Nash		10277	10091	-0.1%
Tot TAZ 2006		992	4741	5.4%
Tot TAZ 2007		11700	24859	2.5%
Tot TAZ 1995		6571	12738	2.2%
Tot TAZ 1993		2047	8069	4.7%
AVERAGE				2.3%

2020 - 2022 Growth = 2.3%	
2022 - 2026 Growth = 5%	Growth Rate used in TIA - does not include Approved developments which would account for even more growth above 5% over this time period
2026 - 2031 Growth = 3%	Growth Rate used in TIA - does not include Approved developments which would account for even more growth than 3% over this time period
2031 - 2050 Growth = 1.55%	Assuming an average growth rate of 2.3% over 2020 to 2050, a 1.55% growth rate was calculated for us from 2031 to 2050 when taken into account that traffic was grown for 5% from 2022 to 2026 and 3% from 2026 to 2031

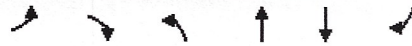
Attachment 19

Symphonia - Holly Springs

Build-out (2050) AM - Dual Signals

3: Piney Grove-Wilbon Road & Honeycutt Road

05/31/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖	↖↗	↖↗	↖↗	↖
Traffic Volume (vph)	170	269	367	1294	615	421
Future Volume (vph)	170	269	367	1294	615	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	250	0	100			150
Storage Lanes	1	1	2			1
Taper Length (ft)	100		100			
Satd. Flow (prot)	3433	1583	3433	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	3433	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		46				42
Link Speed (mph)	45			45	45	
Link Distance (ft)	2155			710	1048	
Travel Time (s)	32.7			10.8	15.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	134%	134%	134%	134%	134%	134%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	253	401	546	1927	916	627
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	19.0	19.0	14.0
Total Split (s)	21.0	23.0	23.0	59.0	36.0	21.0
Total Split (%)	26.3%	28.8%	28.8%	73.8%	45.0%	26.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	17.5	41.0	18.5	52.5	29.0	51.5
Actuated g/C Ratio	0.22	0.51	0.23	0.66	0.36	0.64
v/c Ratio	0.34	0.48	0.69	0.83	0.72	0.61
Control Delay	28.1	13.4	21.5	5.3	25.9	11.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	28.1	13.4	21.5	5.3	25.9	11.0
LOS	C	B	C	A	C	B
Approach Delay	19.1			8.9	19.9	
Approach LOS	B			A	B	
Queue Length 50th (ft)	54	98	102	76	214	162
Queue Length 95th (ft)	90	190	m126	m67	259	239
Internal Link Dist (ft)	2075			630	968	
Turn Bay Length (ft)	250		100			150
Base Capacity (vph)	756	825	819	2393	1401	1016
Starvation Cap Reductn	0	0	0	31	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.49	0.67	0.82	0.65	0.62

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

K:\RAL_TPTOL_Traffic\014483000 Steckler - Holly Springs\T4 - Analysis\CTP Meeting - 5-19\Build-out (2050) - Dual Signals.syn
Kimley-Horn

Synchro 11 Report

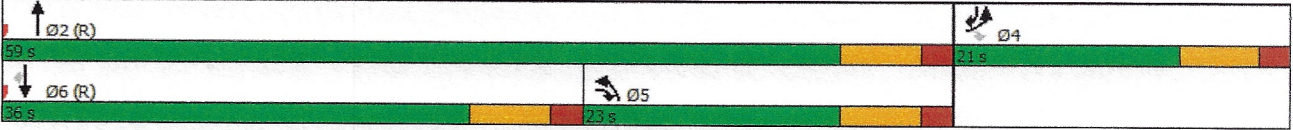
Attachment 19

Symphonia - Holly Springs
3: Piney Grove-Wilbon Road & Honeycutt Road

Build-out (2050) AM - Dual Signals
05/31/2023

Offset: 4 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 14.0	Intersection LOS: B
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Piney Grove-Wilbon Road & Honeycutt Road



Attachment 19

Symphonia - Holly Springs

Build-out (2050) AM - Dual Signals

4: Piney Grove-Wilbon Road & Wade Nash Road

05/31/2023

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↑↑	↗	↘	↑↑
Traffic Volume (vph)	14	210	1472	18	182	729
Future Volume (vph)	14	210	1472	18	182	729
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	125	0		125	100	
Storage Lanes	0	1		1	2	
Taper Length (ft)	100				100	
Satd. Flow (prot)	1770	1583	3539	1583	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	3433	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		6		25		
Link Speed (mph)	45		45			45
Link Distance (ft)	2064		1137			710
Travel Time (s)	31.3		17.2			10.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	134%	134%	134%	134%	134%	134%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	313	2192	27	271	1085
Turn Type	Prot	pm+ov	NA	pm+ov	Prot	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2		
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	12.0	7.0	7.0	12.0
Minimum Split (s)	14.0	14.0	19.0	14.0	14.0	19.0
Total Split (s)	14.0	15.0	51.0	14.0	15.0	66.0
Total Split (%)	17.5%	18.8%	63.8%	17.5%	18.8%	82.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)	9.0	18.4	51.6	60.0	10.0	68.6
Actuated g/C Ratio	0.11	0.23	0.64	0.75	0.12	0.86
v/c Ratio	0.11	0.85	0.96	0.02	0.63	0.36
Control Delay	33.4	49.5	28.7	1.2	36.0	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	49.5	28.7	1.2	36.0	1.2
LOS	C	D	C	A	D	A
Approach Delay	48.5		28.3			8.2
Approach LOS	D		C			A
Queue Length 50th (ft)	10	133	~653	0	69	18
Queue Length 95th (ft)	31	220	#789	5	108	54
Internal Link Dist (ft)	1984		1057			630
Turn Bay Length (ft)	125			125	100	
Base Capacity (vph)	199	369	2282	1193	429	3034
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.85	0.96	0.02	0.63	0.36
Intersection Summary						
Area Type:	Other					
Cycle Length: 80						
Actuated Cycle Length: 80						

K:\RAL_TPTO_Traffic\014483000 Steckler - Holly Springs\T4 - Analysis\CTP Meeting - 5-19\Build-out (2050) - Dual Signals.syn
Kimley-Horn

Synchro 11 Report

Attachment 19

Symphonia - Holly Springs

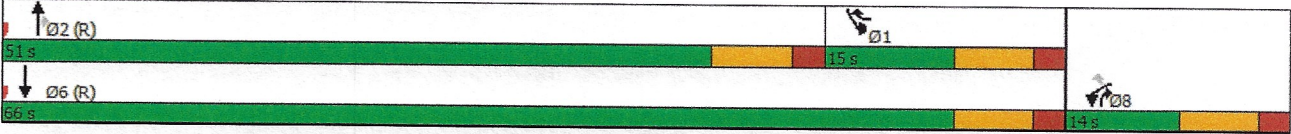
Build-out (2050) AM - Dual Signals

4: Piney Grove-Wilbon Road & Wade Nash Road

05/31/2023

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 4: Piney Grove-Wilbon Road & Wade Nash Road



Attachment 19

Symphonia - Holly Springs

Build-out (2050) PM - Dual Signals

3: Piney Grove-Wilbon Road & Honeycutt Road

05/31/2023

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	150	295	274	764	1360	224
Future Volume (vph)	150	295	274	764	1360	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	250	0	100			150
Storage Lanes	1	1	2			1
Taper Length (ft)	100		100			
Satd. Flow (prot)	3433	1583	3433	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	3433	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		10				35
Link Speed (mph)	45			45	45	
Link Distance (ft)	2155			710	1048	
Travel Time (s)	32.7			10.8	15.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	134%	134%	134%	134%	134%	134%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	439	408	1138	2025	334
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	19.0	19.0	14.0
Total Split (s)	15.0	21.0	21.0	85.0	64.0	15.0
Total Split (%)	15.0%	21.0%	21.0%	85.0%	64.0%	15.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	10.0	31.0	16.0	80.0	59.0	74.0
Actuated g/C Ratio	0.10	0.31	0.16	0.80	0.59	0.74
v/c Ratio	0.65	0.88	0.74	0.40	0.97	0.28
Control Delay	52.9	53.1	51.2	2.2	34.4	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	53.1	51.2	2.2	34.4	4.5
LOS	D	D	D	A	C	A
Approach Delay	53.0			15.1	30.2	
Approach LOS	D			B	C	
Queue Length 50th (ft)	71	259	135	10	605	51
Queue Length 95th (ft)	110	#441	186	24	#827	82
Internal Link Dist (ft)	2075			630	968	
Turn Bay Length (ft)	250		100			150
Base Capacity (vph)	343	498	550	2831	2088	1179
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.88	0.74	0.40	0.97	0.28

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

K:\RAL_TPTO_Traffic\014483000 Steckler - Holly Springs\T4 - Analysis\CTP Meeting - 5-19\Build-out (2050) - Dual Signals.syn
Kimley-Horn

Synchro 11 Report

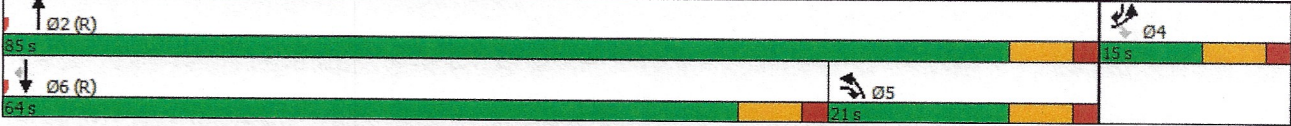
Attachment 19

Symphonia - Holly Springs
3: Piney Grove-Wilbon Road & Honeycutt Road

Build-out (2050) PM - Dual Signals
05/31/2023

Offset: 90 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: Piney Grove-Wilbon Road & Honeycutt Road



Attachment 19

Symphonia - Holly Springs

Build-out (2050) PM - Dual Signals

4: Piney Grove-Wilbon Road & Wade Nash Road

05/31/2023

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↑↑	↗	↘	↑↑
Traffic Volume (vph)	18	180	879	22	221	1453
Future Volume (vph)	18	180	879	22	221	1453
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	125	0		125	100	
Storage Lanes	0	1		1	2	
Taper Length (ft)	100				100	
Satd. Flow (prot)	1770	1583	3539	1583	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	3433	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		56		33		
Link Speed (mph)	45		45			45
Link Distance (ft)	2064		1137			710
Travel Time (s)	31.3		17.2			10.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	134%	134%	134%	134%	134%	134%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	268	1309	33	329	2163
Turn Type	Prot	pm+ov	NA	pm+ov	Prot	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2		
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	12.0	7.0	7.0	12.0
Minimum Split (s)	14.0	14.0	19.0	14.0	14.0	19.0
Total Split (s)	14.0	22.0	64.0	14.0	22.0	86.0
Total Split (%)	14.0%	22.0%	64.0%	14.0%	22.0%	86.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)	9.0	25.4	64.6	73.0	17.0	88.6
Actuated g/C Ratio	0.09	0.25	0.65	0.73	0.17	0.89
v/c Ratio	0.17	0.60	0.57	0.03	0.56	0.69
Control Delay	44.8	30.7	12.3	1.4	30.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	44.8	30.7	12.3	1.4	30.5	1.3
LOS	D	C	B	A	C	A
Approach Delay	32.0		12.0			5.1
Approach LOS	C		B			A
Queue Length 50th (ft)	16	109	265	0	97	78
Queue Length 95th (ft)	43	189	333	7	m100	m68
Internal Link Dist (ft)	1984		1057			630
Turn Bay Length (ft)	125			125	100	
Base Capacity (vph)	159	443	2286	1164	583	3135
Starvation Cap Reductn	0	0	0	0	0	169
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.60	0.57	0.03	0.56	0.73

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

K:\RAL_TPTO\Traffic\014483000 Steckler - Holly Springs\T4 - Analysis\CTP Meeting - 5-19\Build-out (2050) - Dual Signals.syn
Kimley-Horn

Synchro 11 Report

Attachment 19

Symphonia - Holly Springs

Build-out (2050) PM - Dual Signals

4: Piney Grove-Wilbon Road & Wade Nash Road

05/31/2023

Offset: 80 (80%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 9.3

Intersection LOS: A

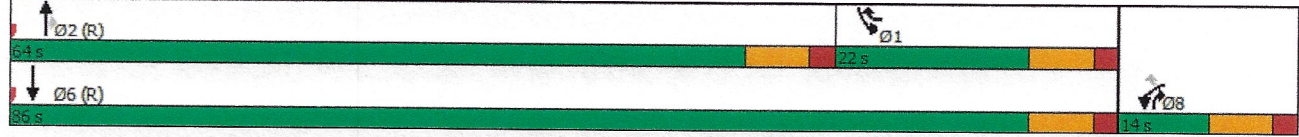
Intersection Capacity Utilization 68.0%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Piney Grove-Wilbon Road & Wade Nash Road



Attachment 19

Symphonia - Holly Springs

Build-out (2050) AM - Realigned

1: Piney Grove-Wilbon Road & Honeycutt Road

05/31/2023

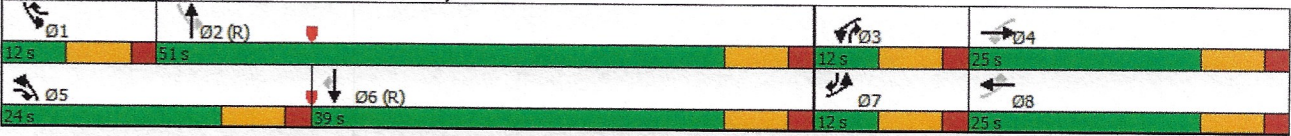
	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖	↖	↖	↖↖	↖	↖↖	↖↖	↖	↖	↖↖	↖
Traffic Volume (vph)	170	80	189	14	148	63	300	1172	18	100	515	421
Future Volume (vph)	170	80	189	14	148	63	300	1172	18	100	515	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	150		150	250		150	250		150
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.586			0.677			0.950			0.087		
Satd. Flow (perm)	1092	3539	1583	1261	3539	1583	3433	3539	1583	162	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			196			120			196
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		2351			1947			1596			1292	
Travel Time (s)		53.4			44.3			24.2			19.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	134%	134%	134%	134%	134%	134%	134%	134%	134%	134%	134%	134%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	253	119	281	21	220	94	447	1745	27	149	767	627
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	Prot	NA	pm+ov	D.P+P	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	8		4	4		8			2	2		6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	5.0	5.0	7.0	12.0	5.0	5.0	12.0	5.0
Minimum Split (s)	12.0	14.0	14.0	12.0	25.0	12.0	14.0	19.0	12.0	12.0	19.0	12.0
Total Split (s)	12.0	25.0	24.0	12.0	25.0	12.0	24.0	51.0	12.0	12.0	39.0	12.0
Total Split (%)	12.0%	25.0%	24.0%	12.0%	25.0%	12.0%	24.0%	51.0%	12.0%	12.0%	39.0%	12.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	None
Act Effct Green (s)	20.5	18.3	43.2	22.5	13.5	29.3	19.9	48.7	60.7	59.5	39.6	51.6
Actuated g/C Ratio	0.20	0.18	0.43	0.22	0.14	0.29	0.20	0.49	0.61	0.60	0.40	0.52
v/c Ratio	0.93	0.18	0.36	0.07	0.46	0.16	0.65	1.01	0.03	0.55	0.55	0.69
Control Delay	76.5	36.7	8.5	27.6	42.7	0.6	41.4	52.1	0.0	22.9	26.2	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.5	36.7	8.5	27.6	42.7	0.6	41.4	52.1	0.0	22.9	26.2	17.8
LOS	E	D	A	C	D	A	D	D	A	C	C	B
Approach Delay		40.0			29.9			49.3			22.5	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	141	36	43	10	68	0	134	-635	0	34	198	202
Queue Length 95th (ft)	#263	61	95	28	102	0	182	#791	0	103	279	376
Internal Link Dist (ft)		2271			1867			1516			1212	
Turn Bay Length (ft)	150		150	150		150	250		150	250		150
Base Capacity (vph)	271	754	796	319	707	602	714	1722	1007	270	1400	911
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.16	0.35	0.07	0.31	0.16	0.63	1.01	0.03	0.55	0.55	0.69
Intersection Summary												
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length: 100												

K:\RAL_TPTO_Traffic\014483000 Steckler - Holly Springs\T4 - Analysis\CTP Meeting - 5-19\Build-out (2050) Realigned.syn
Kimley-Horn

Synchro 11 Report

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 37.9	Intersection LOS: D
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Piney Grove-Wilbon Road & Honeycutt Road



Attachment 19

Symphonia - Holly Springs

Build-out (2050) PM - Realigned

1: Piney Grove-Wilbon Road & Honeycutt Road

05/31/2023

	→	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖	↖	↖	↖↖	↖	↖↖	↖↖	↖	↖	↖↖	↖
Traffic Volume (vph)	150	71	224	18	74	107	200	679	22	150	1210	224
Future Volume (vph)	150	71	224	18	74	107	200	679	22	150	1210	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	150		150	250		150	250		150
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.682			0.685			0.071			0.187		
Satd. Flow (perm)	1270	3539	1583	1276	3539	1583	257	3539	1583	348	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			109			202
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		2351			1947			1596			1292	
Travel Time (s)		53.4			44.3			24.2			19.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	134%	134%	134%	134%	134%	134%	134%	134%	134%	134%	134%	134%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	106	334	27	110	159	298	1011	33	223	1802	334
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	8		4	4		8	6		2	2		6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0	5.0	7.0	12.0	5.0	5.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	12.0	25.0	12.0	14.0	19.0	12.0	12.0	19.0	14.0
Total Split (s)	14.0	27.0	14.0	12.0	25.0	21.0	14.0	50.0	12.0	21.0	57.0	14.0
Total Split (%)	12.7%	24.5%	12.7%	10.9%	22.7%	19.1%	12.7%	45.5%	10.9%	19.1%	51.8%	12.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	None
Act Effct Green (s)	19.8	15.2	32.9	20.8	10.8	30.3	70.2	55.7	67.7	70.2	57.5	71.5
Actuated g/C Ratio	0.18	0.14	0.30	0.19	0.10	0.28	0.64	0.51	0.62	0.64	0.52	0.65
v/c Ratio	0.83	0.22	0.61	0.10	0.32	0.31	0.56	0.56	0.03	0.54	0.98	0.30
Control Delay	65.1	44.3	27.0	33.8	48.2	11.6	21.0	21.4	0.1	12.9	42.7	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	44.3	27.0	33.8	48.2	11.6	21.0	21.4	0.1	12.9	42.7	4.3
LOS	E	D	C	C	D	B	C	C	A	B	D	A
Approach Delay		42.6			27.2			20.8			34.4	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	140	36	140	15	38	27	48	247	0	51	622	32
Queue Length 95th (ft)	#243	62	223	38	65	71	93	366	0	92	#887	82
Internal Link Dist (ft)		2271			1867			1516			1212	
Turn Bay Length (ft)	150		150	150		150	250		150	250		150
Base Capacity (vph)	268	710	550	272	643	549	532	1790	1015	450	1848	1099
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.15	0.61	0.10	0.17	0.29	0.56	0.56	0.03	0.50	0.98	0.30
Intersection Summary												
Area Type:	Other											
Cycle Length: 110												
Actuated Cycle Length: 110												

K:\RAL_TPTO_Traffic\014483000 Steckler - Holly Springs\T4 - Analysis\CTP Meeting - 5-19\Build-out (2050) Realigned.syn
Kimley-Horn

Synchro 11 Report

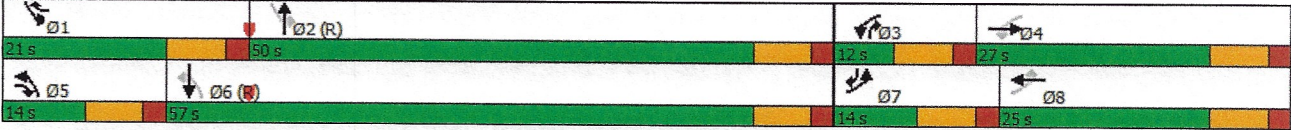
Attachment 19

Symphonia - Holly Springs
1: Piney Grove-Wilbon Road & Honeycutt Road

Build-out (2050) PM - Realigned
05/31/2023

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Piney Grove-Wilbon Road & Honeycutt Road





Jason Barron | Partner
421 Fayetteville Street, Suite 530
Raleigh, NC 27601

919-590-0371
jbarron@morningstarlawgroup.com
www.morningstarlawgroup.com

June 7, 2023

VIA ELECTRONIC MAIL ONLY

chris.hills@hollyspringsnc.gov

elizabeth.goodson@hollyspringsnc.gov

Town of Holly Springs
Development Services
128 South Main Street
Holly Springs, NC 27540

Re: PLCPA202300070 (23-CPA-01) - Symphonia
Filed in relation to PLRZ202200239 (22-REZ-10)

Chris and Elizabeth,

In relation to 22-REZ-10, and at the direction of the Town, the Applicant, Marina Holly Springs, LLC, moved forward with a Comprehensive Plan Amendment application. The application was submitted March 17, 2023, following discussion wherein the Town identified the intersection of Piney Gove Wilbon Road and Honeycutt Road and Piney Grove Wilbon Road and Wade Nash Road to be realigned in the future with the development of adjoining properties that have direct frontage to the realignment. During rezoning review, proposed solutions to alleviate existing traffic concerns were offered and the Town directed the Applicant to request amendment to the current Comprehensive Transportation Plan to be consistent with the solutions proposed.

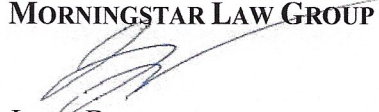
Multiple options were provided and ultimately the TIA was revised to reflect a dual signalization of the intersections of Piney Grove Wilbon with Honeycutt Road and Wade Nash Road as the best solution.

After further review and collaboration between the Applicant and the Town, it has been determined that an amendment to the Comprehensive Transportation Plan is not an appropriate tool to resolving the possible future realignment, at least not at this time.

As such, we withdraw the application and respectfully request reimbursement of all submittal fees regarding the Comprehensive Plan Amendment application. Should you wish to discuss or have any questions or concerns, please feel free to contact me.

Sincerely,

MORNINGSTAR LAW GROUP

A handwritten signature in blue ink, appearing to read "Jason Barron", is written over the printed name and title.

Jason Barron
Partner

LEGEND

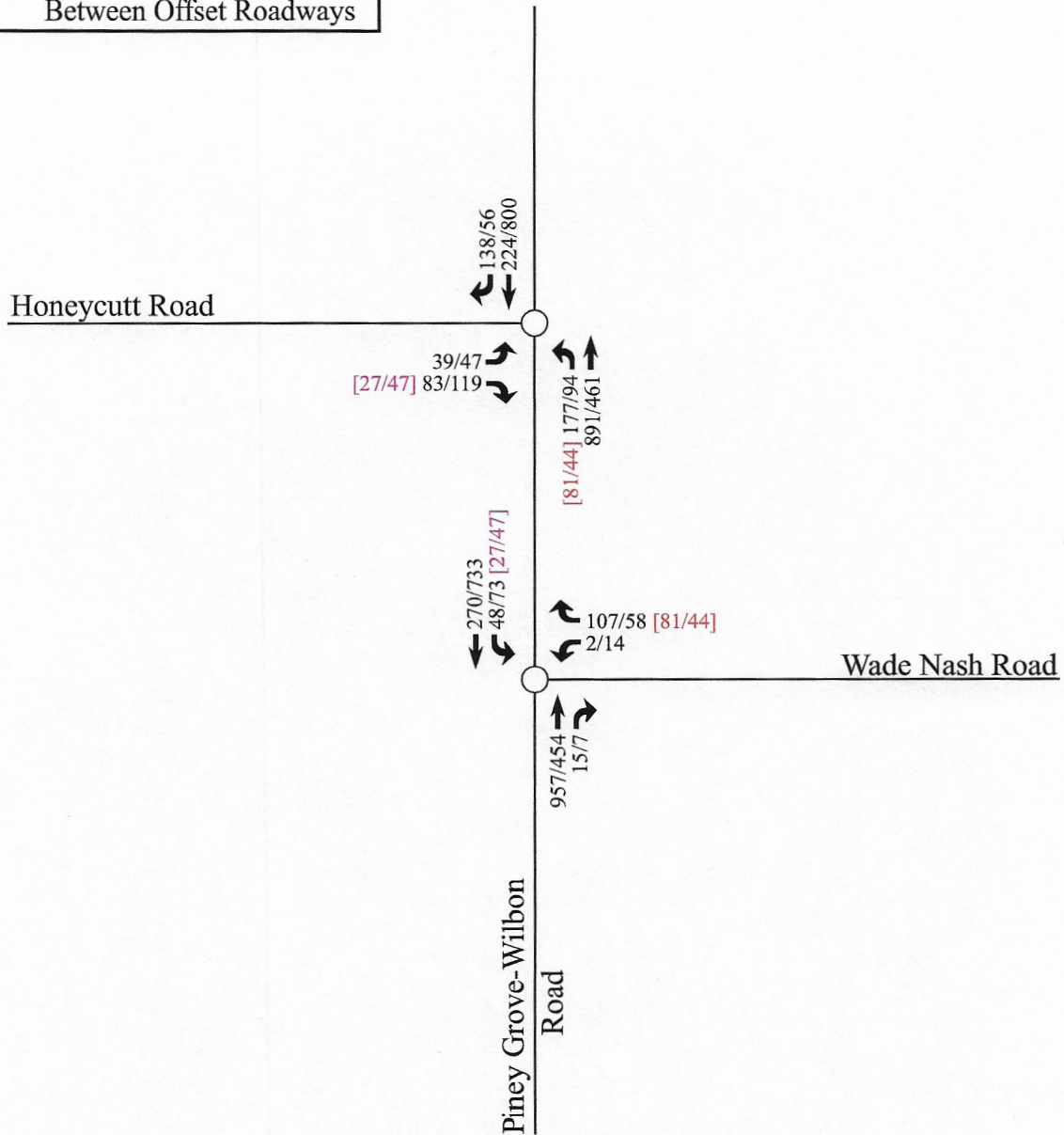
○ Unsignalized Intersection

X / Y → AM / PM Peak Hour Traffic

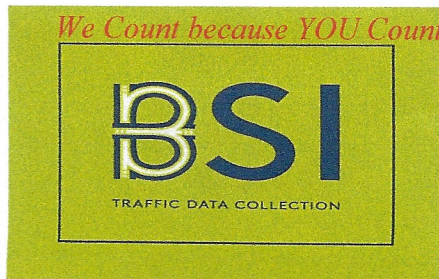
X / Y → Volume from Turning

→ Movement Count Traveling

Between Offset Roadways



RAMEY KEMP & ASSOCIATES TRANSPORTATION ENGINEERS	Southwest Area Study - Hot Spots Wake County, NC	Existing (2018) Unbalanced Peak Hour Traffic	
		Scale: Not to Scale	



File Name : FuquayVarina(Piney Grove and Honeycutt) AM Peak

Site Code :

Start Date : 10/4/2018

Page No : 1

Groups Printed- Cars + - Trucks

	Piney Grove Wilbon Road Southbound			Piney Grove Wilbon Road Northbound			Honeycutt Road Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
07:00	80	45	125	201	49	250	17	14	31	406
07:15	31	56	87	214	42	256	24	11	35	378
07:30	8	66	74	229	34	263	16	8	24	361
07:45	19	57	76	247	52	299	26	6	32	407
Total	138	224	362	891	177	1068	83	39	122	1552
08:00	12	84	96	173	39	212	20	12	32	340
08:15	19	78	97	155	22	177	16	11	27	301
08:30	24	61	85	154	41	195	12	7	19	299
08:45	29	79	108	145	40	185	45	39	84	377
Total	84	302	386	627	142	769	93	69	162	1317
Grand Total	222	526	748	1518	319	1837	176	108	284	2869
Apprch %	29.7	70.3		82.6	17.4		62	38		
Total %	7.7	18.3	26.1	52.9	11.1	64	6.1	3.8	9.9	
Cars +	222	518	740	1509	319	1828	176	108	284	2852
% Cars +	100	98.5	98.9	99.4	100	99.5	100	100	100	99.4
Trucks	0	8	8	9	0	9	0	0	0	17
% Trucks	0	1.5	1.1	0.6	0	0.5	0	0	0	0.6



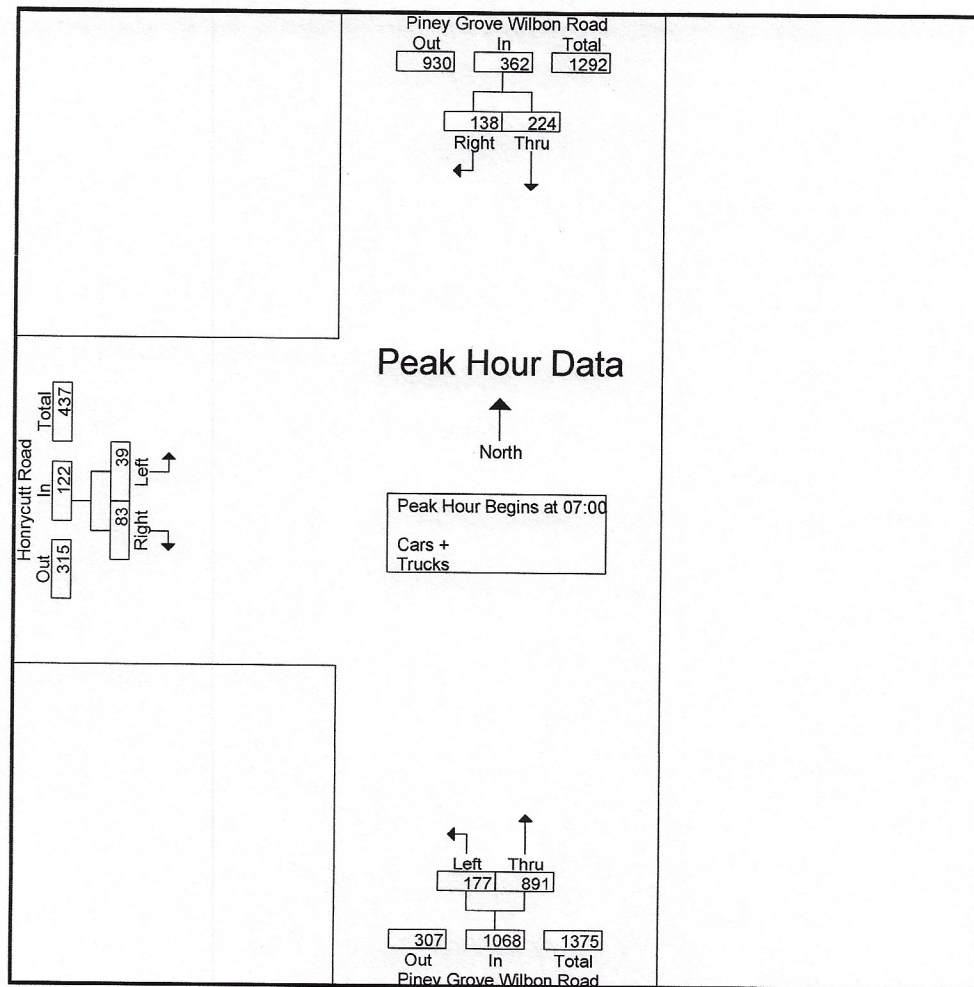
File Name : FuquayVarina(Piney Grove and Honeycutt) AM Peak

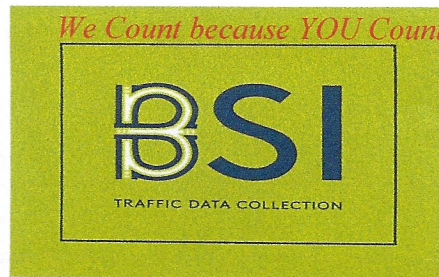
Site Code :

Start Date : 10/4/2018

Page No : 2

	Piney Grove Wilbon Road Southbound			Piney Grove Wilbon Road Northbound			Honeycutt Road Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00										
07:00	80	45	125	201	49	250	17	14	31	406
07:15	31	56	87	214	42	256	24	11	35	378
07:30	8	66	74	229	34	263	16	8	24	361
07:45	19	57	76	247	52	299	26	6	32	407
Total Volume	138	224	362	891	177	1068	83	39	122	1552
% App. Total	38.1	61.9		83.4	16.6		68	32		
PHF	.431	.848	.724	.902	.851	.893	.798	.696	.871	.953





File Name : FuquayVarina(Piney Grove and Honeycutt) PM Peak

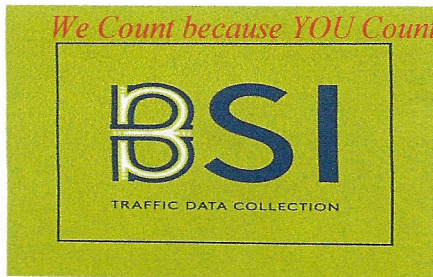
Site Code :

Start Date : 10/4/2018

Page No : 1

Groups Printed- Cars + - Trucks

	Piney Grove Wilbon Road Southbound			Piney Grove Wilbon Road Northbound			Honeycutt Road Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
16:00	16	180	196	53	31	84	32	24	56	336
16:15	12	199	211	84	30	114	25	21	46	371
16:30	16	143	159	103	21	124	39	11	50	333
16:45	17	156	173	73	21	94	33	14	47	314
Total	61	678	739	313	103	416	129	70	199	1354
17:00	19	190	209	96	29	125	30	13	43	377
17:15	9	198	207	131	18	149	36	6	42	398
17:30	16	203	219	119	19	138	22	12	34	391
17:45	12	209	221	115	28	143	31	16	47	411
Total	56	800	856	461	94	555	119	47	166	1577
Grand Total	117	1478	1595	774	197	971	248	117	365	2931
Apprch %	7.3	92.7		79.7	20.3		67.9	32.1		
Total %	4	50.4	54.4	26.4	6.7	33.1	8.5	4	12.5	
Cars +	117	1472	1589	771	197	968	248	117	365	2922
% Cars +	100	99.6	99.6	99.6	100	99.7	100	100	100	99.7
Trucks	0	6	6	3	0	3	0	0	0	9
% Trucks	0	0.4	0.4	0.4	0	0.3	0	0	0	0.3



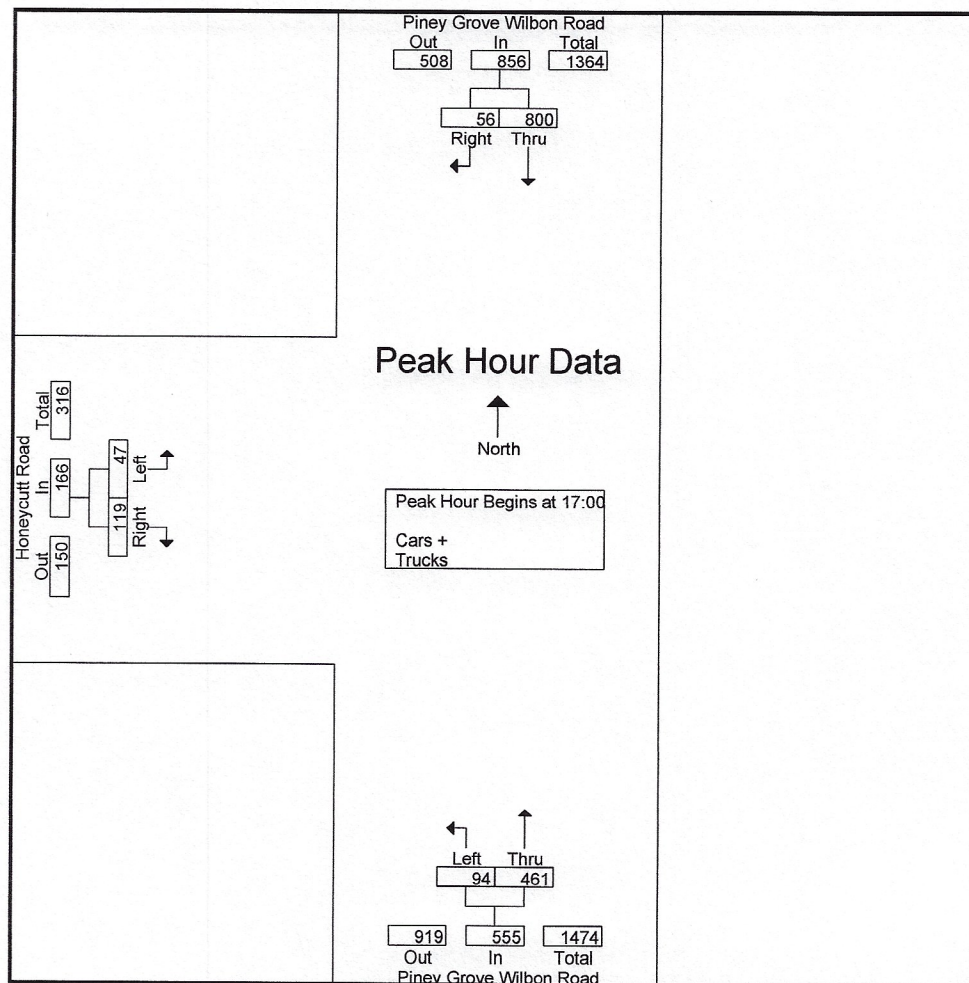
File Name : FuquayVarina(Piney Grove and Honeycutt) PM Peak

Site Code :

Start Date : 10/4/2018

Page No : 2

	Piney Grove Wilbon Road Southbound			Piney Grove Wilbon Road Northbound			Honeycutt Road Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	19	190	209	96	29	125	30	13	43	377
17:15	9	198	207	131	18	149	36	6	42	398
17:30	16	203	219	119	19	138	22	12	34	391
17:45	12	209	221	115	28	143	31	16	47	411
Total Volume	56	800	856	461	94	555	119	47	166	1577
% App. Total	6.5	93.5		83.1	16.9		71.7	28.3		
PHF	.737	.957	.968	.880	.810	.931	.826	.734	.883	.959





File Name : FuquayVarina(Piney Grove and Wade Nash) AM Peak

Site Code :

Start Date : 10/4/2018

Page No : 1

Groups Printed- Cars + - Trucks

Start Time	Piney Grove Wilbon Drive Southbound			Wade Nash Road Westbound			Piney Grove Wilbon Drive Northbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
07:00 AM	60	8	68	32	0	32	5	226	231	331
07:15 AM	64	15	79	28	1	29	1	230	231	339
07:30 AM	73	9	82	18	1	19	3	245	248	349
07:45 AM	73	16	89	29	0	29	6	256	262	380
Total	270	48	318	107	2	109	15	957	972	1399
08:00 AM	96	8	104	19	0	19	1	191	192	315
08:15 AM	82	11	93	9	0	9	3	166	169	271
08:30 AM	66	8	74	13	0	13	1	179	180	267
08:45 AM	99	23	122	20	0	20	0	173	173	315
Total	343	50	393	61	0	61	5	709	714	1168
Grand Total	613	98	711	168	2	170	20	1666	1686	2567
Apprch %	86.2	13.8		98.8	1.2		1.2	98.8		
Total %	23.9	3.8	27.7	6.5	0.1	6.6	0.8	64.9	65.7	
Cars +	593	98	691	165	2	167	20	1642	1662	2520
% Cars +	96.7	100	97.2	98.2	100	98.2	100	98.6	98.6	98.2
Trucks	20	0	20	3	0	3	0	24	24	47
% Trucks	3.3	0	2.8	1.8	0	1.8	0	1.4	1.4	1.8



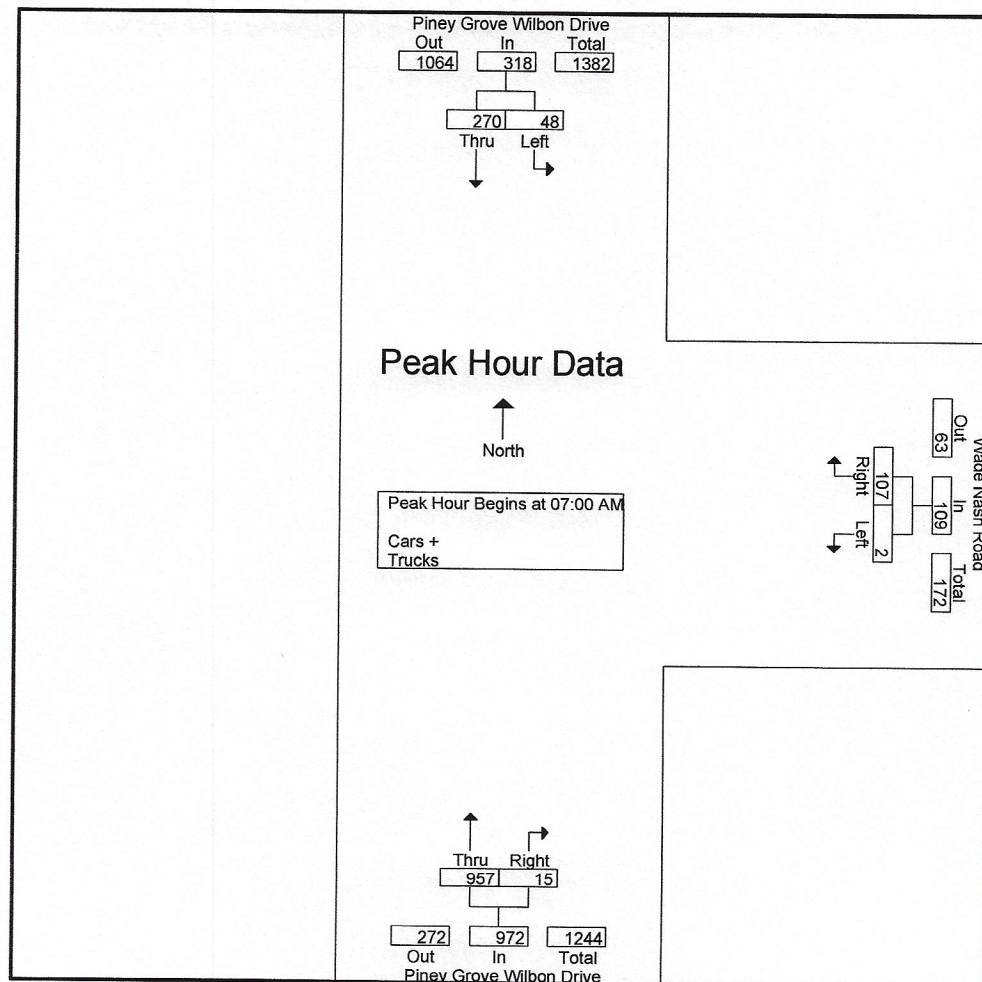
File Name : FuquayVarina(Piney Grove and Wade Nash) AM Peak

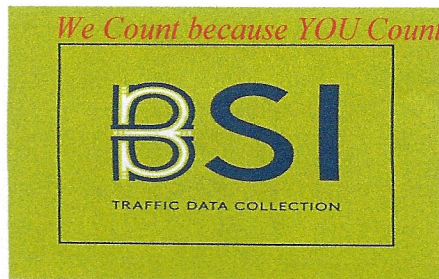
Site Code :

Start Date : 10/4/2018

Page No : 2

	Piney Grove Wilbon Drive Southbound			Wade Nash Road Westbound			Piney Grove Wilbon Drive Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	60	8	68	32	0	32	5	226	231	331
07:15 AM	64	15	79	28	1	29	1	230	231	339
07:30 AM	73	9	82	18	1	19	3	245	248	349
07:45 AM	73	16	89	29	0	29	6	256	262	380
Total Volume	270	48	318	107	2	109	15	957	972	1399
% App. Total	84.9	15.1		98.2	1.8		1.5	98.5		
PHF	.925	.750	.893	.836	.500	.852	.625	.935	.927	.920





File Name : FuquayVarina(Piney Grove and Wade Nash) PM Peak

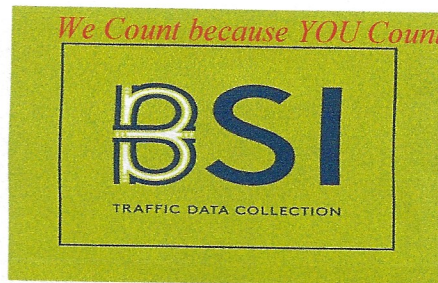
Site Code :

Start Date : 10/4/2018

Page No : 1

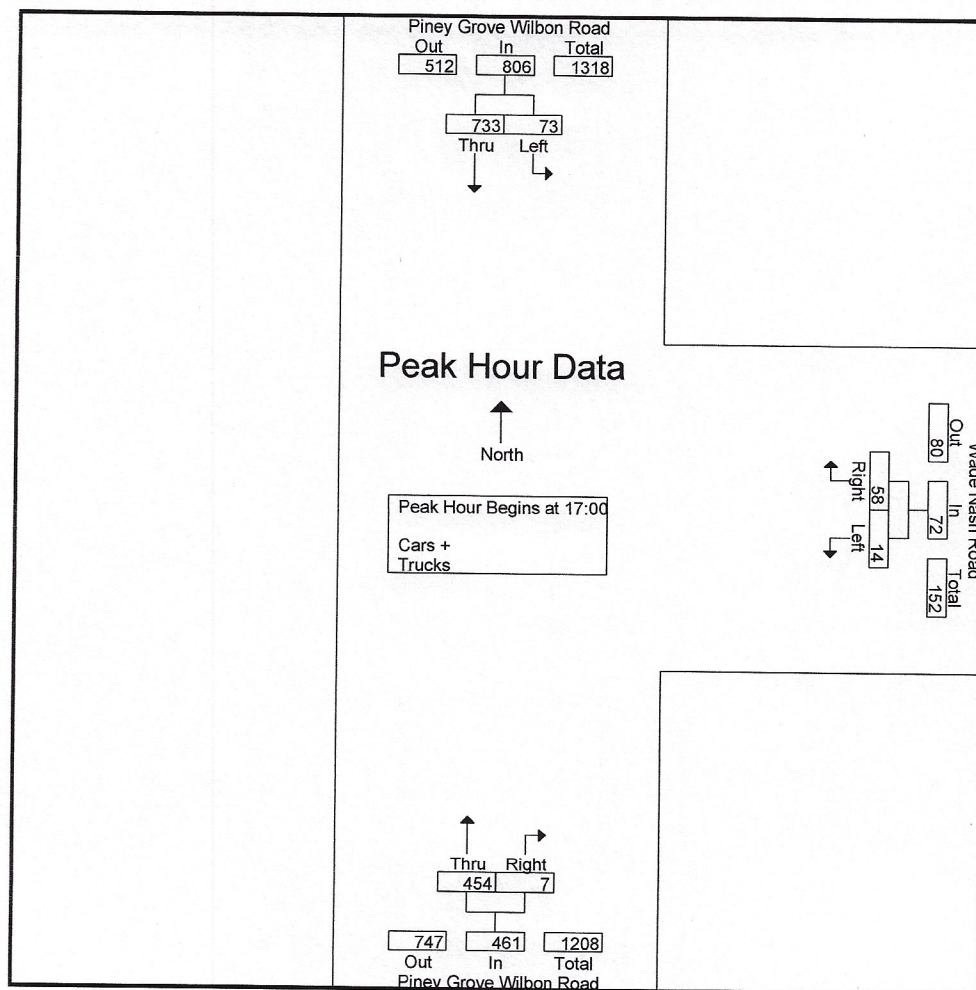
Groups Printed- Cars + - Trucks

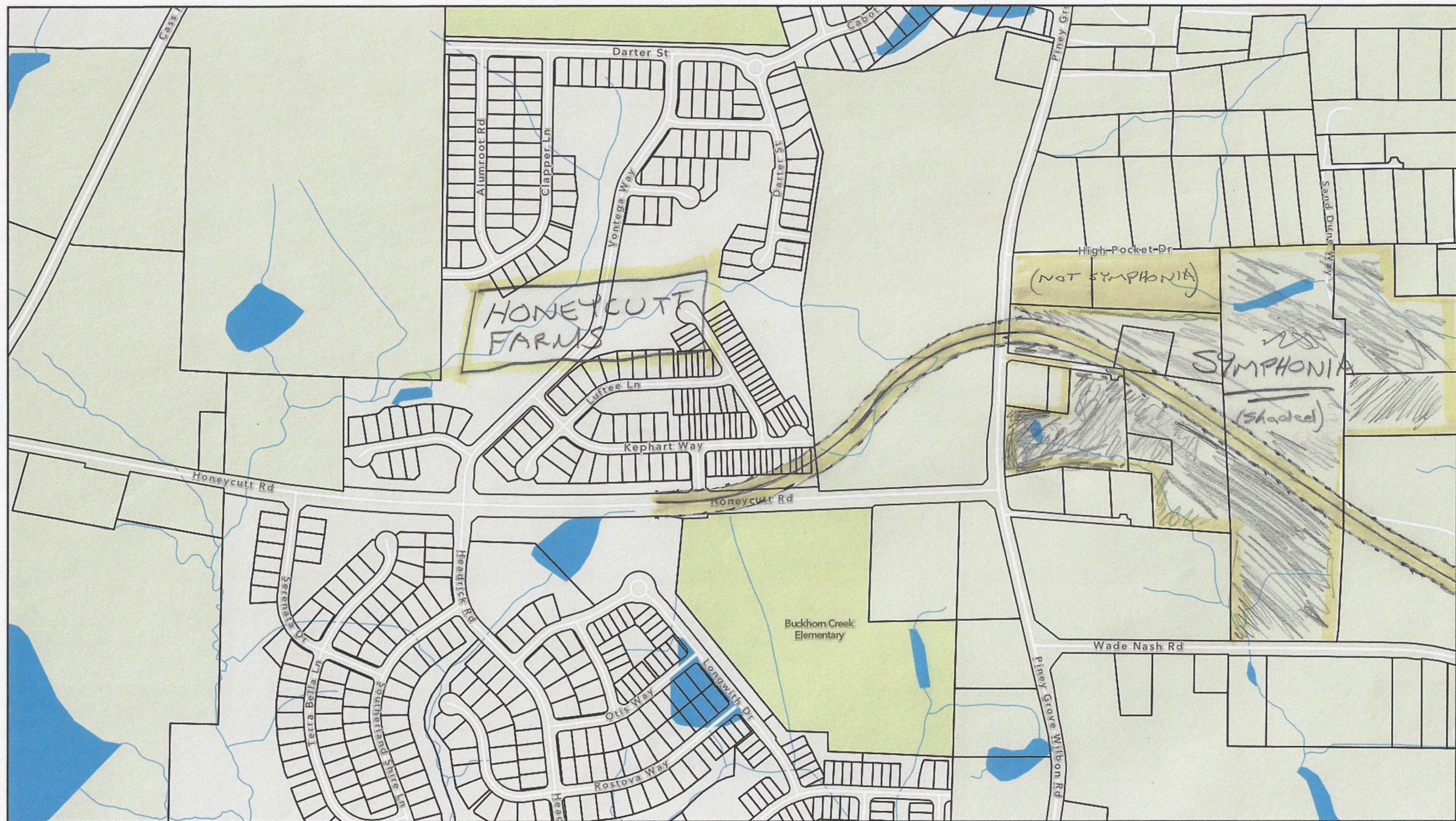
	Piney Grove Wilbon Road Southbound			Wade Nash Road Westbound			Piney Grove Wilbon Road Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
16:00	195	15	210	12	3	15	2	67	69	294
16:15	205	16	221	16	4	20	3	93	96	337
16:30	150	30	180	11	1	12	3	101	104	296
16:45	166	15	181	9	4	13	1	79	80	274
Total	716	76	792	48	12	60	9	340	349	1201
17:00	185	19	204	19	2	21	1	85	86	311
17:15	198	16	214	13	2	15	2	132	134	363
17:30	175	17	192	9	2	11	2	126	128	331
17:45	175	21	196	17	8	25	2	111	113	334
Total	733	73	806	58	14	72	7	454	461	1339
Grand Total	1449	149	1598	106	26	132	16	794	810	2540
Apprch %	90.7	9.3		80.3	19.7		2	98		
Total %	57	5.9	62.9	4.2	1	5.2	0.6	31.3	31.9	
Cars +	1435	148	1583	106	26	132	16	790	806	2521
% Cars +	99	99.3	99.1	100	100	100	100	99.5	99.5	99.3
Trucks	14	1	15	0	0	0	0	4	4	19
% Trucks	1	0.7	0.9	0	0	0	0	0.5	0.5	0.7



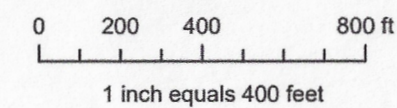
File Name : FuquayVarina(Piney Grove and Wade Nash) PM Peak
 Site Code :
 Start Date : 10/4/2018
 Page No : 2

	Piney Grove Wilbon Road Southbound			Wade Nash Road Westbound			Piney Grove Wilbon Road Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	185	19	204	19	2	21	1	85	86	311
17:15	198	16	214	13	2	15	2	132	134	363
17:30	175	17	192	9	2	11	2	126	128	331
17:45	175	21	196	17	8	25	2	111	113	334
Total Volume	733	73	806	58	14	72	7	454	461	1339
% App. Total	90.9	9.1		80.6	19.4		1.5	98.5		
PHF	.926	.869	.942	.763	.438	.720	.875	.860	.860	.922





TITLE



Disclaimer
iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.

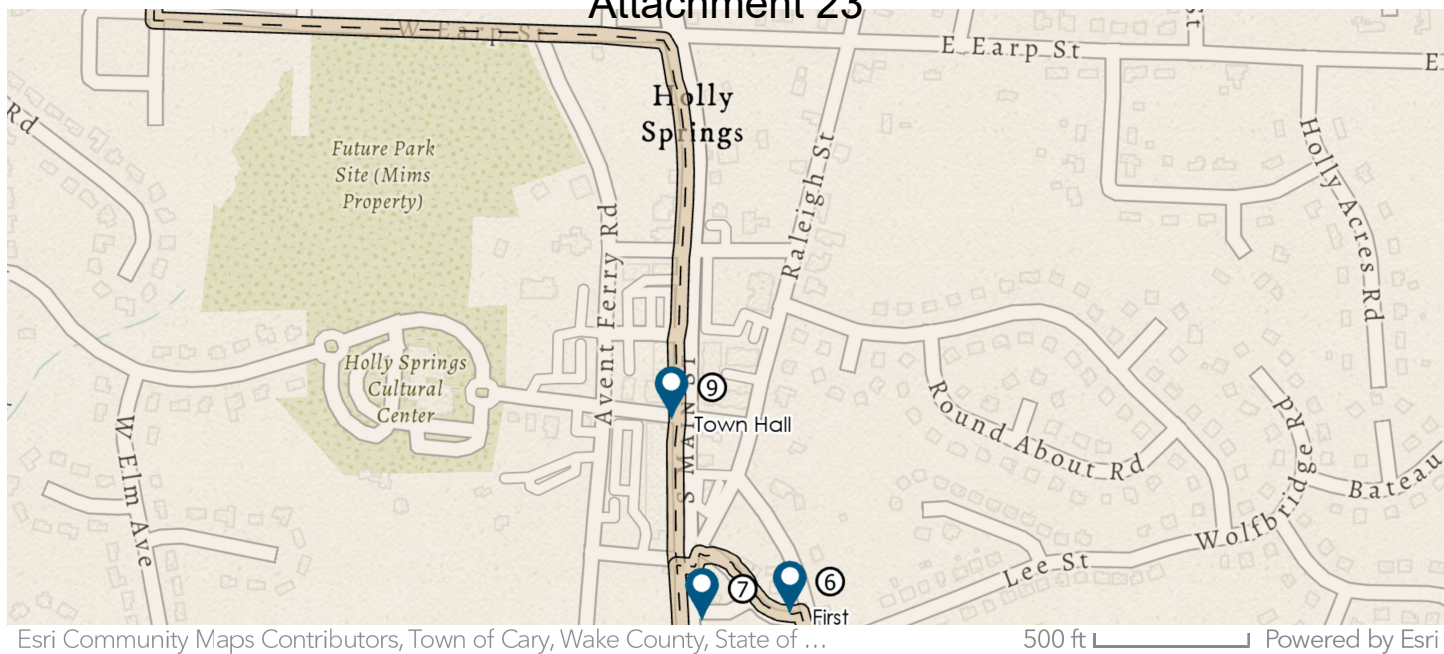


Black History Tour

See stories of Black history in Holly Springs. Let your fingers do the walking and scroll down to start the tour!

Town of Holly Springs

Attachment 23



To use the interactive map navigation features on a phone, use the Google app or any web browser other than Safari. Click the box with the two arrows on the map. Then click the circular symbol at the bottom right of the enlarged map. You may be prompted to agree to allow the app to use your location.



Womble Park

The laughter of children enjoying the playground, cheers from soccer and baseball field sidelines, the whisper of wind through the leaves beside the pond where goslings play, the thwack of tennis racquets striking balls, and the rhythmic striking of running shoes on pavement – these are the sounds you can hear at Womble Park on any weekend and afternoon. But none of these sounds would have been heard in the heart of Holly Springs if it hadn't been for Parrish “Ham” Womble.



Parrish “Ham” Womble

Womble had the vision to prevent these 46 acres of fun from being turned into a subdivision during his nearly three decades of

Attachment 23

leadership on the town governing body. When the land was lined with tobacco plants as far as the eye could see, Womble advocated for buying the tract to use as parkland, providing a major hub of recreation for a rapidly growing community. Womble also was instrumental in securing land for Holly Ridge Middle and Elementary schools.



A view looking over the former elementary school toward land that would become Womble Park. During the nearly three decades of Parrish “Ham” Womble’s leadership, these 46 acres were purchased by the town for use as parkland.

Only a few hundred residents lived in Holly Springs when Womble joined the town Board of Commissioners in 1981. He served for the next 20 years. In January 2001, the board appointed him as mayor when Gerald Holleman resigned. Womble again served as a board member two years afterward through 2011.

Womble reflects on his long service to the Town during his final Council meeting in December 2011.

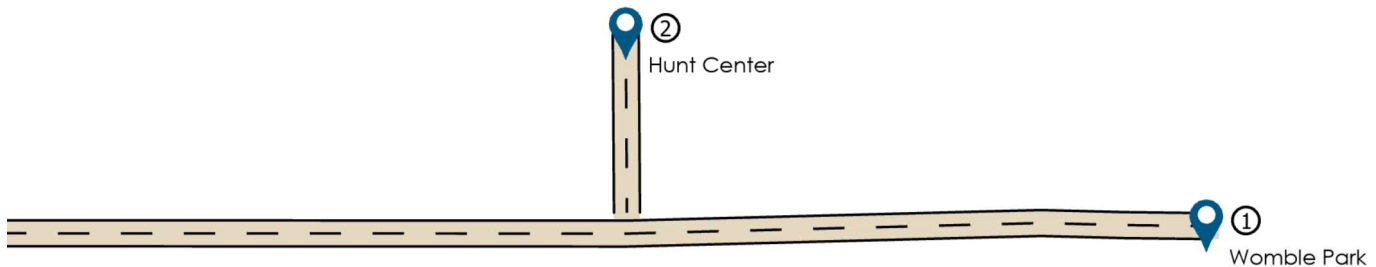
▶ 00:00 / 00:37



Attachment 23

Next time you visit Womble Park, take a moment to reflect on Womble's many lasting impacts to our community as you pass by a tree Holly Springs Rotarians and Womble's wife, Mrs. Nancy Womble, planted in his honor near the picnic shelter.

Next, let's walk over to the Hunt Center to learn about a historic school that was a source of community pride. Keep scrolling!



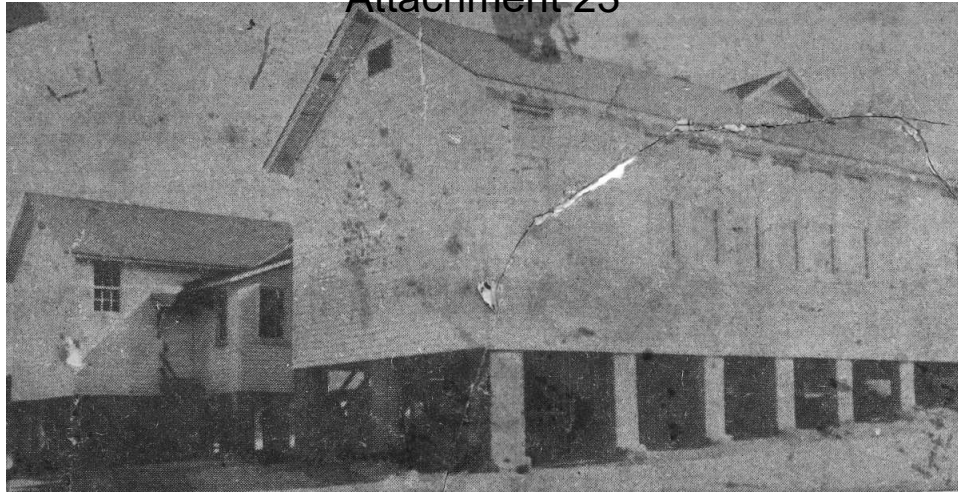
Esri Community Maps Contributors, Town of Cary, Wake County, State of ...

100 ft  Powered by Esri

Historic Holly Springs Elementary School

For nearly a half century, a school for Black children stood on the site of what is today Hunt Recreation Center. Despite the disparities of a segregated system, former students of Holly Springs Elementary recall dedicated teachers who pushed them to learn, to do their best, and reach their potential. For Holly Springs' Black residents, the school was a source of community pride.

Attachment 23



The original Holly Springs Elementary School was a wood structure, known to some in the community as the Plank School.

Attachment 23

1920s

The origins of what was Holly Springs Elementary School date to the 1920s. It began as a Rosenwald School, one of thousands in the rural South envisioned by Booker T. Washington that Chicago philanthropist Julius Rosenwald helped provide with construction plans and grants.

The original school building was a wood structure, known to some in the community as the Plank School. The school consisted of an auditorium flanked by 4 classrooms. It lacked indoor plumbing. A pump in front of the school provided drinking water. Bathrooms were behind the school. In winter, coal burning stoves supplied the heat. The coal was stored underneath the building.

1950s

A brick classroom building replaced the wood structure in the early 1950s. Integration brought about the closing of Holly Springs Elementary in the late 1950s, but the community continued to use it as a center of activity.



Parents, dignitaries and local ministers are on hand at the open house of the newly constructed section of the Holly Springs School in 1959. Seated at the reception are, from left to right, Gladys (Stinson) Grigsby, William E. Hunt (principal), Carol Hunt, Emma Womble, Lattie Rogers, Dala Rogers, Dial Atkins, Ernest Betts, Georgia Betts, Rev. Jasper Johnson, Christine Johnson, Rev. James Merritt, Coretta Merritt, and teachers N. E. Toole and Mrs. Young. (Courtesy of Cora Lassiter.)



Community gatherings at the location during the 1950s.

Attachment 23

David Prince entered first grade at Holly Springs Elementary in 1959 and was there during a turbulent time in our nation's history.

▶ 00:00 / 02:01 

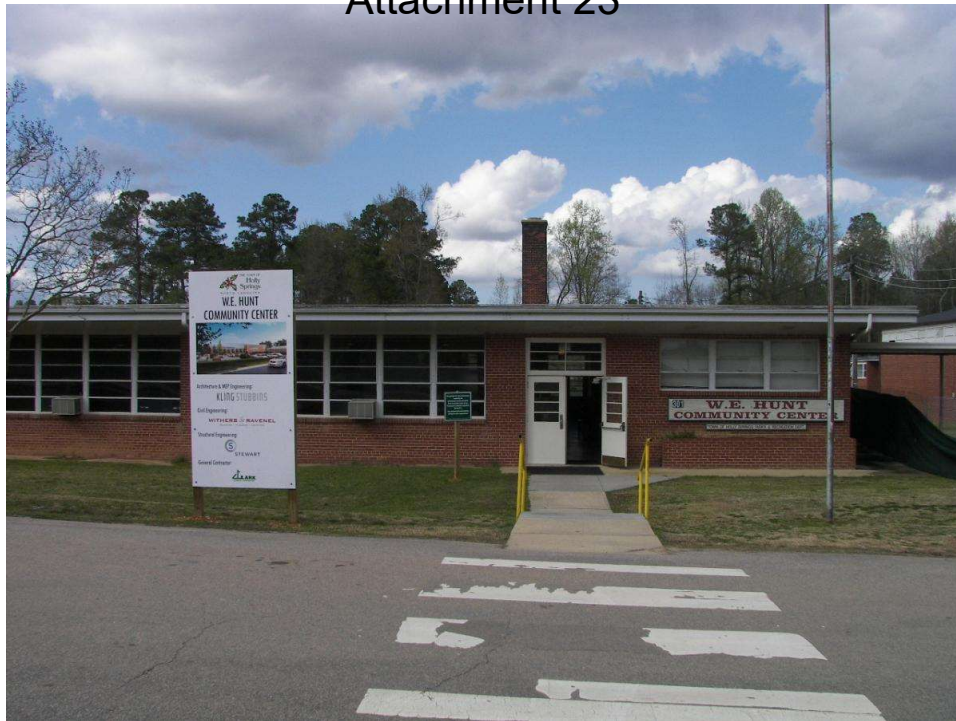


1990s

The old school building once again became a center of the community after the Town of Holly Springs purchased it for a community center in the 1990s. It is named for William Earl Hunt, who was named principal in 1945 and served for 14 years.



William Earl Hunt served as principal for 14 years.



The Hunt Center before renovations.

November 22, 2020

For years, former students sought to ensure that the school's history and importance to the community were not lost. They partnered with the Town of Holly Springs to install a historical marker to ensure that future generations know the school's story. The historical marker was unveiled Nov. 22, 2020 in a ceremony that includes former students and family members, Town officials, and other community members.

W.E. Hunt's daughter, Ann Hunt Smith, spoke at the marker dedication ceremony of her father's dedication to his students and the community.



Last year, a historical marker was placed at the school's location, ensuring future generations know the school's story.

Now let's walk toward Grigsby Avenue and visit the homes of some of the Black leaders of Holly Springs.

The Lassiter House



Holly Springs has been strengthened by the people who have dedicated their lives in service to the community. One family that made a difference was the Lassiters. William Bernice Lassiter and Cora Mae Lassiter lived in this home on Grigsby Avenue. Bernice married Cora Mae in 1937 and had six children.

Victoria Judd was one of their six kids. Listen to hear describe her early childhood and summer nights in the Lassiter home.



Lye soap and outdoor plumbing things Victoria remembers at the Lassiter House. Hear her describe those here.

Attachment 23

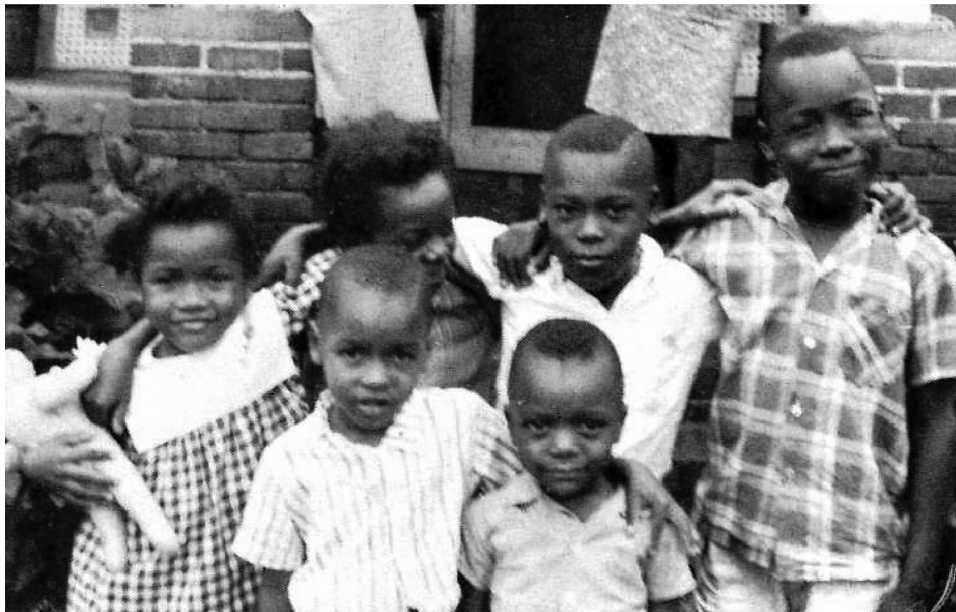
▶ 00:00 / 00:53 🔴



The Lassiter family was devoted to their church, the Holly Springs United Church of Christ. Bernice worked on the Deacon Board for over 20 years and also served as president and lead singer of the Senior Choir, Building Fund Treasurer, Sunday School Leader and more. Cora also gave back to the church as the first female superintendent of the Sunday School, President of the Usher Board, Organizer of the All Girls Chorus, Vice President of the Missionary Circle, pianist and church historian.

Listen to Victoria Judd as she describes Bernie and Cora.

▶ 00:00 / 00:40 🔴



Beyond their devotion to the church, both Bernice and Cora Mae stepped up to lead the Holly Springs community. In the 1970s, Bernice along with James Norris were elected as the Town's first Black commissioners. He was running for his third term on the

Attachment 23

Board when he passed away. In 1981, Cora Mae was appointed to the Town Council.



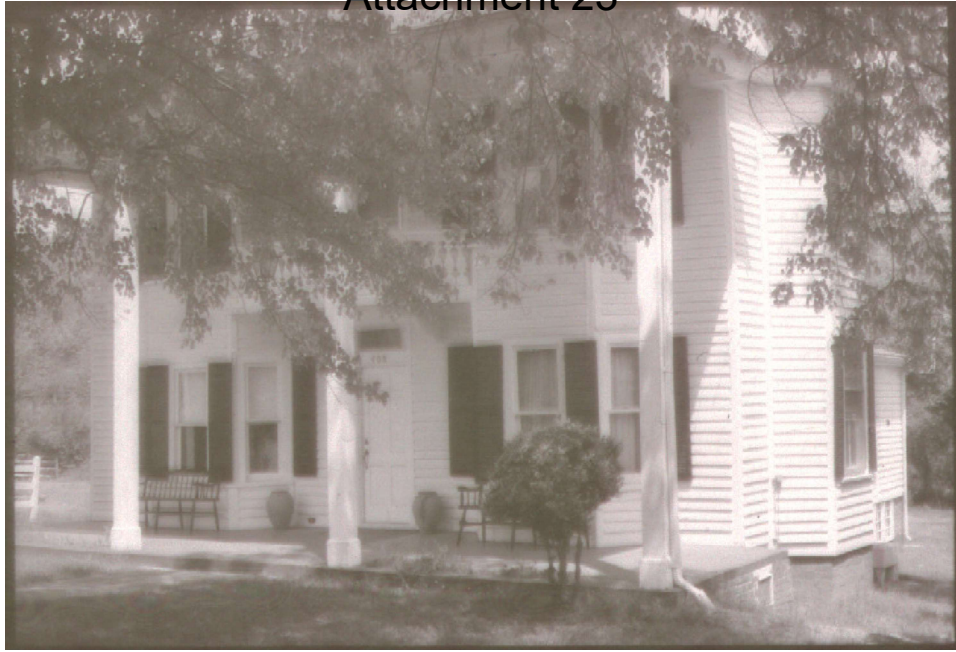
Continue a short distance along Grigsby Avenue to learn about the road's namesake family.

100 ft  Powered by Esri

The Grigsby House



Grigsby Avenue in Holly Springs is named after George Grigsby, one of the town's prominent Black citizens. George Grigsby married Gladys Stinson in 1938 in Holly Springs. In the 1950s, Grigsby was instrumental in upgrading the First Baptist Church of Holly Springs, adding Sunday school rooms, memorial windows, a basement and other modern conveniences.



While you can learn more about the Grigsby family at the Pack House location on this tour, first continue along Grigsby Avenue to learn about thriving Black-owned businesses in Holly Springs. Keep scrolling!

Grigsby Avenue

Despite the hurdles that stood in their way, Black business owners were a common sight in Holly Springs for more than a hundred years. Some of those businesses dated back to the early 1920s, but records are scarce from that time period. As you walk along Grigsby Avenue, imagine the ingenuity and determination it took those business owners to open their doors and defy the odds.

Willis Jones opened a photo shop here on Grigsby Avenue, which used to be called Fuquay Road, where he developed pictures so the community could document their personal history for generations to come.



Later, Green Prince opened a grocery store at the same location, behind the First Baptist Church on Grigsby Avenue. Prince also delivered ice, house to house, according to those who have documented the oral history of Holly Springs.

David Prince, who was born and raised in Holly Springs, recalls going to the store for ice cream as a child.

Walk just across Rogers Street to learn about First Baptist Church and its history that dates to the 1800s.

Powered by Esri

First Baptist Church

The First Baptist Church in Holly Springs has a long, fascinating history. After the Civil War, slaves living in the vicinity of Holly Springs found themselves free men and women following the Emancipation Proclamation. Almost immediately, in 1865, a group of approximately 50 freed men pooled their resources and bought a half-acre plot of land between the fork of Buckhorn and Fuquay Roads for a Negro Baptist Church.

Attachment 23

The original services were held in a log cabin, but through the years new buildings were constructed. The original church structure burned, according to the Holly Springs Centennial Committee's history compiled in 1976. The site of the church – now the First Baptist Church – was moved to its present location on Grigsby Avenue.

The present structure of the First Baptist Church of Holly Springs was built in 1880. It has been renovated several times, and it was faced with brick in the early 1950s under the leadership of Reverend James Avery. Under the skills of Trustee George Talmadge Grigsby Senior, the church evolved to have Sunday school rooms, memorial windows, a basement and other modern conveniences. Since that time, a handicap accessible ramp, restrooms, sound systems and computers were added under the leadership of Rev. Otis G. Byrd who pastored the First Baptist Church for more than 24 years. He also served as a Holly Springs Commissioner and Board of Adjustment member and an assistant precinct judge during elections.

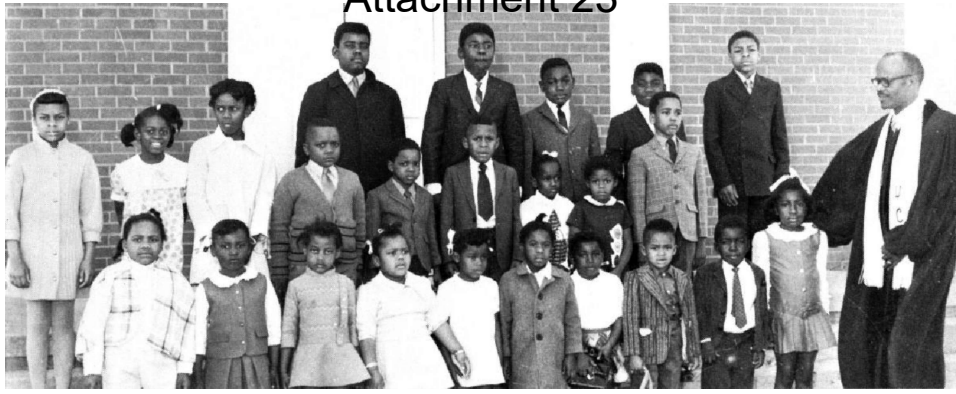
Walk about a block down Rogers Street to learn about another prominent church in Holly Springs that also dates to the 1800s.

United Church of Christ



This is the original site of the Holly Springs United Church of Christ, which was founded in 1871 by Rev. Jackson Jeffers with a membership of three people – Mr. Prince Page, Mrs. Eddie Page and Ned Balentine. The members had no place to worship, so they started using the Holly Springs Masonic Hall until they could buy the land to build this church. Over the years, the church was known by different names – from Christian Church, to Congregational Christian Church, and finally the United Church of Christ.

Attachment 23



Let's paint a picture of those early years with a description written by Jessie Dewar, church secretary during the church's 125th anniversary in 1996:

"The church building was a small, white wood frame building with a bell in the steeple. Seating was modest, with only space for a few members, no carpet on the floor and the members sang without music or a choir. The men dressed in high-water pants and hats and drove their family to church in old model cars, buggies and wagons. The mothers and daughters wore long dresses. During gatherings, folks assembled on benches outside and ate old-fashioned food. There was no church secretary, instead everyone made his/her own announcements to the congregation. In the beginning, the church was so small that the first funeral for Sister Ida Prince had to be preached on the outside in the front yard of the church in order for the family, church members and friends of the community to attend. Also, the church had no pool of its own for baptism, so candidates for baptism were taken to a pond on Bass Lake Road in Holly Springs called "Mills Pond."



Attachment 23



The church had no pool of its own for baptism at that time. Candidates for baptism were taken to Jack Stephenson Pond on Wilbon Road and later to Mills Pond Road on Utley Town Road, which today is Grigsby Avenue.





Over the years, the church became the central hub for the Black community in Holly Springs.

November 21, 2004

Cora Mae Norris Lassiter, age 85, and Pastor Darryl L. Carr and wife Kimaly led congregation members and many others as they walked north on Main Street to a new sanctuary. for the thriving United Church of Christ. In January 2005, church members held a week of dedication services thanking God for the thriving congregation's new home.

Nov. 21, 2021

The church celebrates its 150th anniversary.

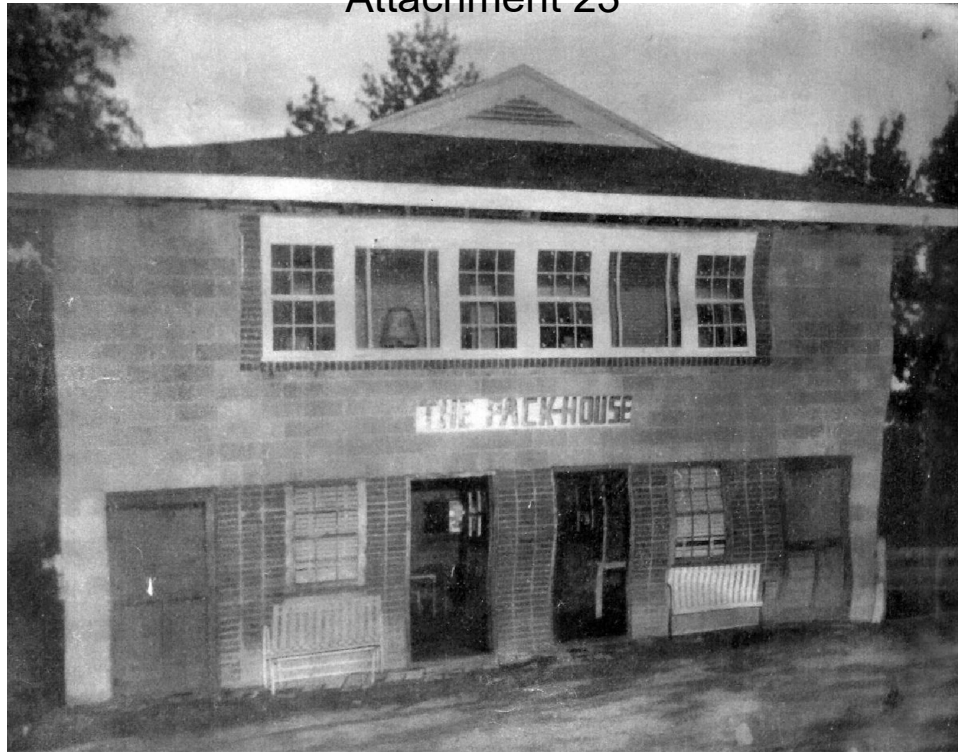
Attachment 23

Continue along Main Street toward NC 55 to learn about another community gathering place – the Pack House.

Powered by Esri

The Pack-House | Blacksmith Shop

The Pack-House was a store and community gathering place on South Main Street owned and operated by George Grigsby, who built the two-story block building himself.



George Kimble's recollections of the Packhouse, which dates to the 1950s and was added to over the years.

▶ 00:00 / 00:37



“He was a jack of all trades – brick mason, carpenter, plumber and electrician,” recalled George Kimble, a long-time Holly Springs resident and former Town Board member.

Kimble said his cousin, Ronald Johnson, happened by one day during the construction and asked Grigsby what he was building. To Kimble's cousin, the structure resembled like a place for storing flue-cured tobacco before marketing.

“Looks like a packhouse to me,” Kimble recounted his cousin telling Grigsby.

Attachment 23

On the first floor of the two-story block structure, Grigsby sold clothing items and some snack foods, Kimble said. On the left as visitors entered the front door were a store counter and drink box. A jukebox and dance floor were on the right.

“It was sort of like a convenience store and provided recreation for teenagers,” Kimble said, noting it was a popular place to go dancing on Sunday evenings after church. After playing ball, teammates would gather for a cold soda.

Upstairs in the two-story block structure were two apartments that Grigsby rented to residents of the community.

Years later, a pool hall was added to the Pack House. After Grigsby’s death, his wife Gladys ran the business until her death in the 1980s.

Next to the Pack House site, Lattie Rogers ran a blacksmith shop until his death in the 1950s.

“He fixed wagons and plows and would shoe horses and mules,” John McNeil recalled of Rogers.



Walk a couple blocks north along Main Street to Town Hall to learn about Black government and about Black government leaders who made a profound impact on our community.

Town Hall

The Town of Holly Springs has a rich tradition of outstanding leaders from the Black community. As you walk north on Main Street towards Town Hall, think about the men and women who tirelessly worked to create the quality of life we share today. The civil rights movement had a profound effect on politics in Holly Springs, giving rise to a string of black leaders who devoted their energy toward improving their community by getting involved.



Attachment 23

Starting in the 1970s, William Bernice Lassiter and James Norris were elected as the Town's first Black commissioners. Nancy Womble was the first black female to be elected to the Board of Commissioners from 1975 to 1977. Norris then became the first Black mayor of Holly Springs when he resigned as commissioner in 1980 to fill the vacated mayoral seat. Norris worked to heal divisions in the town and in a memorandum to the community wrote "REMEMBER: AS A FAMILY; WE WORK TOGETHER TO MAKE THINGS WORK.

Cora Mae (Norris) Lassiter, was appointed to the Town Council in 1981 after the resignation of Theresa Underwood, who had been appointed to fill James Norris' seat. Holly Springs also made the history books in 1981 when Dessie Mae Womble became the first Black female police chief in North Carolina. She was at the top of her class in Law Enforcement training and beat out at least seven men for the job.

You've already heard about Womble Park, but did you know that Parrish "Ham" Womble was the first Black law enforcement officer at the Wake County Sheriff's Department? In 1981 he was elected to the Town Council and went on to serve in various capacities for nearly three decades, including Commissioner, Mayor Pro-Tem and Mayor. During this time, Womble was instrumental in the growth of the town, driving to Washington, DC, to meet with legislators to secure grants, obtaining the land for Holly Ridge Elementary and Middle schools, and advocating for buying park land that we all enjoy today.

All these Black leaders had a vision for Holly Springs. Mayor Norris began the process of moving Holly Springs from well water to a modern water system. Parrish Womble continued that effort. As Commissioner and as Mayor, Womble helped create a town sewer system, which allowed the growth that the Town saw beginning in the 1990s.

Attachment 23

Keep walking along Main Street and turn left on Earp Street to visit this tour's final location, a church that began meeting in the early 1900s in Holly Springs.

Powered by Esri

Douglas Chapel A.M.E. Zion Church

Attachment 23

1903

Douglas Chapel A.M.E. Zion Church was organized by Brother Frank Douglas. The first service was held in the Buckhorn township near Holly Springs under a brush arbor, a secluded structure often built with tree branches to protect worshippers from the weather.

1910

Douglas Chapel began holding services in a wood structure in the old Champion School west of Holly Springs. The pastor then was J.Z. Siler.

Douglas Chapel member Brenda Utley recalls that worshippers would join those from First Baptist and the United Church of Christ on Sundays since services rotated among the three churches.

▶ 00:00 / 01:17 ○



1925

The school building was purchased and later moved to the church's present location on West Douglas Street, near downtown Holly Springs. Some church members have recalled that as children, they rode inside the house as it was towed by horse to the current site.

1964

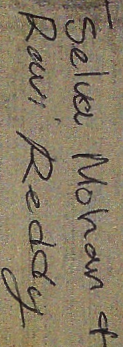
The Rev. Frank L. Rush began pastor. Under his leadership, the church was renovated with a new brick exterior surrounding the original wood structure. Bathrooms and a pastor's study were added. The Missionary Society purchased pews, a piano and carpet. Additional land was purchased from former church members, Mr. and Mrs. Matthew Cross. The congregation grew over the next quarter century under pastors A.E. Martin III, J.A. McDougald, and Freeman Brooks.

1990

Under the leadership of the Rev. C.T. Bellamy, the Missionary Department presented the first Fruit Tree Queen Rally, raising \$5,000 for Douglas Chapel. That year, Sister Leah Harris, Sister Dora Jones and Sister Tonya Howard were elected to represent the church's Raleigh District as delegates to the church's General Convention in New Orleans.

Over its long history, Douglas Chapel has gone from services by lamplight with a wood stove for heat to the relative comforts and conveniences of the present day. Even so, the spirit of past congregations remains within the church walls. The church's youth are ready to carry the torch forward.

190' FRONT OF HOUSE
↓ TO E HONEYCUTT



112' RIGHT OF WAY

PEDESTAL SIDEWALKS ON OUTSIDE EDGES
OF RAMP OF WHV

Subject: Rezoning of land to be used for the Symphonia subdivision

I, Keith Henshaw, will start, representing the 11 Homeowners listed in the notes below. Then Selva Mohan, also representing these homeowners, would like to say a few words if time allows. We request that written comments and attachments provided by we homeowners as handouts be included in the documentation from the meeting and retained as records. A hard copy is being provided to the secretary.

We eleven homeowners would be adversely impacted by rezoning the subject land to support the Symphonia subdivision, and are therefore opposed.

Homeowners adversely impacted:

Keith Henshaw
Pamela Henshaw
William Myers
Ravindra Reddy
Selva Mohan
Danny Norris
Emma Norris
Natalie Woodson
Eric Betts
Felicia Smith
Ken Smith

Handout copies of SWAS, p. 173, the Hot Spot Study, my yard mark-up sketch, and Comprehensive Plan Amendment Request Attachments 5 through 7.

Locations of homeowners in the area are shown on marked up SWAS page 173 that is being provided. Natalie Woodson's and Eric Betts' house is shown on the Comprehensive Plan Amendment request Attachment 6 on Sand Dune Way (See second of three 11x17 drawings).

Homeowner basis for opposition is as follows:

1. I, Keith Henshaw, discussed my plans with Holly Springs Planning Department in 2015 before building my home and was told that the anticipated impact of future road improvements on Honeycutt Road would be changing the ROW to extend from 30' from Centerline to 50' from road centerline (100' Right of Way). In 2017, I sold an easement to WCPSS after discussing future highway widening with the Town of Holly Spring, WCPSS, and the DOT. It was reaffirmed that the maximum expected impact would be a 100' right of way (50' from CL), and maybe part of the taper from the right turn lane onto Piney Grove Wilbon, depending on how long the turn lane was. However, more recently, the CTP was revised to incorporate SWAS page 173, which runs the Honeycutt Rd Wade Nash realignment diagonally through my front yard, through my permitted and installed drain field, and destroying 100 trees and plants discussed in 2017 with the WCPSS and the DOT BEFORE my wife and I planted them and before I sold the easement to WCPSS. The road shown in the SWAS p. 173, and

incorporated into the CTP, when scaled for the 112' cross section (including bike lanes and pedestrian sidewalks, but not including turn lanes), as described in an e-mail from Sean Ryan, would run about 30' from the corner of my house. See mark-up and SWAS page 173 handouts.

2. No direct notification was made to any of the homeowners who were impacted by the CTP revision. The Town Attorney has stated that all required notifications were made, which include advertising on the town website and newspapers, but did NOT required direct notification. We will simply note that if a "taking" is attempted under eminent domain, we will challenge this assertion. Regardless of legality, we homeowners would hope that Planning Board members and Town Council members will see that this is not the right and fair way to treat the homeowners directly impacted by a CTP revision. To perform our CTP amendment request, we were required to notify all homeowners within 500'. We should have been allowed the opportunity to provide input and/or objections to the previous CTP revision before it was issued and approved.
3. Decisions on roadway realignment as incorporated into the CTP are being based on what can maximize profits for developers, the Town of Holly Springs, and influential landowners rather than what is the least impact on homeowners. SWAS page 156 states "an effort has been made to avoid existing homes." In 2018, CAMPO did an independent study to determine the best way to address future traffic patterns at Honeycutt Rd / Wade Nash / Piney Grove Wilbon and minimize impact to homeowners. This "Hot Spot" study was to be used as input into the Southwest Area Study, which was incorporated into the CTP. CAMPO engaged consultant Ramey Kemp to do this independent assessment and Ramey Kemp documented their recommendations in the Hot Spot Study. The route in the Hot Spot Study, Alternative 5 for the proposed Honeycutt Rd Wade Nash realignment would have ran through cow pasture and crop land that is now proposed to be two subdivisions, Symphonia and the Shenandoah Homes subdivision at 1100 Piney Grove Wilbon. (See Hot Spot study handout which is turned to the page showing Alternative 5.) When CAMPO and Ramey Kemp presented their Hot Spot Study recommendations to the town during a meeting with the Town of Holly Springs in January of 2019, they were asked to change the routing. The new routing is shown in Southwest Area Study page 173 and has been incorporated into the CTP. The obvious intent of the change requested during the meeting with the town was to minimize impact to future subdivisions (i.e. Symphonia by Marina Holly Springs) and influential landowners who are listed as applicants on the zoning application for Symphonia. The reroute requested during the January 2019 town meeting also allows the Town of Holly Springs to maximize the collection of fees-in-lieu to be collected for each unit built. Roadway alignment changes made were for the benefit of the subdivisions and for town profits, but to the detriment of the homeowners. Homeowner impact has NOT been minimized.

Look at the 5 alternatives in the Hot Spot Study. Page 5 of the Hot Spot Study shows the Peak Weekday PM Level of Service. An "A" is best traffic flow and "F" is worst traffic flow. It can be seen that Alternatives 1 – Baseline (dual signalization) and Alternative 2 – Align Piney Grove Wilbon scored the highest for best traffic flow. However, neither option was chosen. Note that both options would have taken land from the landowner applicant listed on the Symphonia Rezoning application, but neither was selected. Alternative 5 – Realign Honeycutt Rd and Wade Nash WAS selected, but the route in the Hot Spot Study is not used. Look at SWAS page 173. The alignment is relocated to

completely avoid the Symphonia subdivision and any land owned by the landowner/applicant listed on the Symphonia subdivision zoning application. Instead, the town chose to use what is shown on SWAS page 173. No thought was put into what was proposed and it is obvious to any engineer reviewing that this was simply a move to say the realignment was anywhere other than in the Symphonia subdivision to allow the subdivision to move forward. The Hot Spot Study was never revised, but the routing south of Honeycutt Rd and through our yards was placed into SWAS page 173. The SWAS routing was later incorporated into the CTP.

Note that most of the Symphonia land purchases occurred much earlier than the meeting between the Town and CAMPO/Ramey Kemp which occurred in January 2019. Marina Holly Springs purchased four parcels of land in 2017 and the landowner/applicant already owned a fifth piece of land (20 acres) that would later become part of Symphonia. The remaining four pieces of land were purchased in 2019, after the SWAS was finalized. The Town of Holly Springs, Marina Holly Springs, and landowner/applicant would have known about the Symphonia subdivision plans in 2019 when the routing was relocated by the town, since land purchases for the subdivision began in 2017.

4. If item 3 does not strike you as improper, then let's continue. The fact remains that the current routing shown in the CTP is NOT the path of least impact to homeowners. It runs less than 100' from 5 homes and we are stating our objections PRIOR to any rezoning. Alternatively, if the alignment is routed north of Honeycutt Rd as originally proposed in the Hot Spot Study by Ramey Kemp, the only homes along the route who may object may be Mrs. Holland. There is 665' clear distance between the home of Mrs. Holland and the brick home to the south. (See Attachments 5 from our Comprehensive Transportation Plan Amendment request). This means that each home could remain approximately 275' from the edge of the 112' road right of way. Then as the road runs south, there is 550' from Natalie Woodson's house to the woods meaning the road can run at least 300' from that house before tying into Wade Nash (See Attachment 6 from our Comprehensive Transportation Plan amendment request). As you can see on Attachment 7 of the CTP amendment request, there is only 210' from Selva Mohan's porch to Danny Norris porch. If you split the distance and route the road in the middle, not only will you run over Quiet Glen Drive (a private road), you would only have 49' from the edge of the ROW to each of the two houses. It really doesn't fit without extreme impact to home owners. In interviews with CAMPO and Ramey Kemp, the homeowners were told by CAMPO and Ramey Kemp that the road could be routed north of Honeycutt Rd, but just needed the town to tell them to make the change. We have a CTP amendment submitted to do just that, so we ask that you please don't allow this rezoning to occur before our CTP amendment request is heard by the Planning Board AND the Town Council. The town can correct errors of the past made in the previous CTP revision PRIOR to rezoning and route the alignment per the Hot Spot Study recommendations.
5. Handout copies of Withers Ravenel rezoning package drawing 2 and source drawing from Sean Ryan received July 12, 2023. There are conflicts between the Withers Ravenel rezoning drawing 2 and the Kimley Horn TIA. The Kimley Horn TIA signed August 25, 2022, section 6.4 states that signalization is NOT recommended at Piney Grove Wilbon at Wade Nash Rd. The Withers Ravenel drawing says "Signalize Wade Nash Road intersection and interconnect Honeycutt Road for signal coordination and synchronization". There is a conflict between the TIA and rezoning drawings, with confusion on what is being proposed. The Withers Ravenel drawing also has a note that says "Potential road connections subject to permitting approval by NCDWR and US Army Corps of Engineers. This routing is referring to

the routing from the source drawing (see handout with yellow road received from Sean Ryan on July 12, 2023). Issues are that if switching from Alternative 5 road alignment to Alternative 1 Dual Signalization this would seem to require a CTP amendment, and the TIAs recommend against it. Also if the yellow roadway drawing is used, this is not the route shown in the SWAS and in the CTP, and this new route impacts landowners not currently impacted by routing in the current CTP. Therefore, that would also seem to require a CTP revision. Lastly the Withers Ravenel drawing shows an up and down arrow showing the road can be moved up or down as required. As discussed in item 4 above and shown on Attachment 7 of the CTP amendment request, there is no room between Danny Norris' house and Selva Mohan's house to move without impacting those homes. In addition, any southern movement moves the road closer to the home of Keith Henshaw and increases impact to Billy Myers by chopping off a larger portion of his land. It should be further noted that the Withers Ravenel conceptual drawing from Symphonia shows proposed route to pass through a portion of the Symphonia land, but this does nothing to reduce impact on homeowners and is NOT even the path shown in the SWAS and CTP so a CTP amendment should be required. It appears to be a weak attempt late in the game just to say that previous decisions were not made to avoid impact to development land. We are still less than 100' to several homes. No such constraints exist if the road is routed North of Honeycutt Rd across the cow pasture and crop land as originally recommended in Hot Spot Study Alternative 5.

6. It does not appear that the The Town of Holly Springs recognizes the seriousness of a "taking" of one's land or homes under eminent domain and running roadways on top of existing homes using eminent domain. The town is not doing what is necessary to avoid such takings. We recently received an e-mail from Sean Ryan (July 12, 2023) with the latest routing proposed by the DEVELOPER (Symphonia). Beth Goodson responded via e-mail to questions I had on the drawing received from Sean Ryan. In response to my questions about proximity to homes, running over private roadways, etc it is stated that the detailed design and obtaining of easements will occur at a later time. The drawing being discussed is similar to SWAS p. 173 with respect to impact on our homes. We homeowners are here to tell you that we do not want to sell our land to the town, and you will have to take it under eminent domain. You have options to run the roadway realignment NOW through pasture and crop land as your consultant recommended initially. The Town should not proceed with subdivisions that take away those viable roadway options that minimize homeowner impact as recommended by the Town's own consultant Ramey Kemp in the Hot Spot Study in order to create a situation where the only available option for roadway alignment is through or in close proximity to our homes, and then initiate a taking of our land under eminent domain.
7. The routing in the SWAS cannot be made without obtaining a DOT exception due to safety concerns. In reviewing the DRAFT TIAs it was stated that the design speed of the new widened Honeycutt Rd Wade Nash alignment would be 45 mph. However, the alignment in the area of Honeycutt Rd Wade Nash alignment would only support 35 mph design speed and an exemption would be required from the NCDOT. With this in mind, why would the original routing as shown in the Hot Spot Study north of Honeycutt Rd not be chosen? The routing north of Honeycutt Rd would not need the NCDOT exception AND it solves a "storage" issue. Currently, cars cannot exit Buckhorn Elementary School in the afternoon due to the short distance along Honeycutt Rd from the school to the Honeycutt Rd / Piney Grove Wilbon intersection. Putting the light at the location north of Honeycutt would allow for a longer distance from the school to the intersection, as well as allowing for a much longer right turn

lane, increasing traffic efficiency exiting the school. Note that the school principal currently requests a staggered pick up of school children based on last name to alleviate traffic issues, which should tell you that the road is currently over capacity in the afternoons at the time of school dismissal.

8. Also note that the SWAS, page 173 drawing does not show bike lanes, pedestrian lanes that make it between 102' and 112' wide, and it does not show turn lanes that would make the cross section even wider, and closer to homes. It just doesn't fit without extreme impact or unnecessary condemnation of homes. The homeowners would like to see a more detailed drawing showing all turn lanes, bike lanes, etc. The response that the detailed design will come later does not meet homeowner expectations, as you cannot be sure the realignment will fit or know the impact on homeowners without more detailed work (drawing should include Piney Grove and Honeycutt widening).
9. In October, we impacted homeowners were told to use the Planning process (Planning Board & Town Council meetings) to voice opposition to the road passing through our land. Although Symphonia was preparing a CTP amendment to recommend dual signalization, that request has been withdrawn. Now the Town is separating the Symphonia subdivision zoning from the CTP amendment discussion, which could interfere with our right to address the related topics at the same meetings. Although originally scheduled for October 2022, the zoning meeting has moved out every month since November. In the October meeting, we were told by the Planning Department that although it was not the usual process, I was also told that we could use the CTP amendment process to voice concerns and recommend moving roadway alignment. When the Planning process stalled and we were told that Symphonia had withdrawn their CTP amendment request, we processed a CTP amendment last month to make our voices heard as recommended by the Town Attorney (John Schifano) in an e-mail, and the CTP amendment that we have prepared recommends that the Honeycutt Rd Wade Nash realignment be moved to the location originally shown in the Hot Spot Study which is North of Honeycutt Rd. A copy of the Hot Spot Study has been provided.
10. Moving forward with the Symphonia Rezoning would cause irreparable harm to the landowners, by taking away an alternative to routing the road through our yards. I am a civil engineer, but not a developer. I am a homeowner, and the burden to do the CTP amendment to minimize impact on the homeowners should have been the responsibility of the Town. The town should do the CTP amendment or approve the one we have submitted, obtaining buy-in from the homeowners since the road was moved from Symphonia land to our land and the CTP was updated without our input, adversely affecting homeowners.
11. Request for reimbursement of CTP amendment fee - In October 2022 we asked the town why the Hot Spot Study location North of Honeycutt Rd was not used. The Planning Department had no answers, but one Town Council Member stated that it was the path of least impact to homeowners. In January of 2023, I discussed this with the town attorney who stated he was told "It was my yard or three houses". This is simply not the truth. The town attorney suggested that I pursue the CTP amendment and stated that if it were found to be true and that the path of least impact was not chosen, the town may reimburse us for the \$700 CTP amendment fee. We request a refund of that fee, as the path of least impact to homeowners was NOT chosen.

Other thoughts for consideration, but homeowners will not have time in the 15 minutes allowed at the Planning Board meeting during open comment time to fully discuss these items:

- a. At the time that SWAS page 173 was developed, the development guidelines were that a road of this magnitude must remain 100' from homes. This was not followed, as we are much less than 100' for several homes, meaning that was not an acceptable route at the time of selection.
- b. If the alignment north of Honeycutt Rd had been selected, the roadway intersection would have open field for development on all four corners. The intersection would be a clean slate, at least 200-250' from ANY homes. That is not the case if the route runs south of Honeycutt, as the road will be near many existing homes.
- c. The TIAs use an assumption of 5% growth. That does not seem to cover all the subdivisions coming at the same time to the area (Symphonia, 1100 Piney Grove Wilbon, Pulte homes on Wade Nash, Cass Holt Crossings. Although 5% is used as a guideline, perhaps we should be more forward thinking as engineers and see if since we are in the advance stages (zoning applications submitted, TIAs submitted, etc), whether we should consider what the area will look like if all these subdivisions come to fruition and if our road system can support. We need to look at all the subdivisions together to be sure level of service desired is possible. May NEED to run through existing farm land and have longer turn lanes such as originally shown in Hot Spot Study.
- d. Not enough due diligence has been performed to know the highway realignment option recommended will even work. Information has not been reviewed and accepted, and routing is certainly not currently being developed by an unbiased person, as most recent route was suggested by Symphonia's traffic consultant and sent to me by the town. We should not move forward without a drawing at least to the level of detail of Hot Spot Study plus any pedestrian/bike lanes proposed, with a revision of the SWAS report and the CTP before proceeding. The path forward should be agreed to by all homeowners and documented with correspondence from the Town to us. Note that the original hot spot study did not account for 112' wide road (or 102' or 105' per details in DRAFT 1100 Piney Grove Wilbon zoning request).
- e. Can exit from 1100 Piney Grove even get to Honeycutt Road, or does it pass through my private land? Need to review Symphonia, 1100 Piney Grove Wilbon, and the CTP revision at the same time, as they are intertwined?
- f. Can you run the road realignment on a private Rd (Quiet Glen Dr), as shown in the latest conceptual drawing we received from Beth Goodson?
- g. The route proposed by Symphonia in recent e-mails passes through lands they identified as wetlands in their TIA. Previous discussions during their neighborhood meeting were that the conceptual plans could not run through wetlands.

- h. Why is developer proposing resolution, instead of an unbiased person determining what is the path of least impact WITHOUT input from the developer? Proposed resolution does not fix homeowner concerns, but just allows developer to say he gave up a portion of his subdivision land, but what is being given up is wetlands where no houses would go and the route does NOT help the impacted homeowners.
- i. Many questions exist, and the roadway alignment should be tied to the Symphonia subdivision and one should not move forward without the other, as if Symphonia is developed, there may not be an acceptable alternative for road realignment. Road realignment may not even be the best alternative, it may be dual signalization, but if both are not acceptable LOS when all the subdivisions are included in the study, then the option to pass through the farmland should be preserved. This requires Symphonia not be rezoned until all this is settled.
- j. Previously, the town attorney recommended I work with the attorneys of the two subdivisions (Symphonia and 1100 Piney Grove Wilbon) to find a solution to our concerns. The attorney for Symphonia indicated they would recommend dual signalization at Honeycutt Rd / Piney Grove Wilbon and at Wade Nash / Piney Grove Wilbon. It should be noted that contrary to what the Symphonia attorney told me in November of 2022, that dual signalization is NOT what is being recommended by the developer at this time, as the TIAs recommend against it. Rather, a path has been recommended by the developer that significantly impacts the homeowners. Therefore, we have recommended the original Hot Spot Study routing North of Honeycutt Rd be adopted in a CTP amendment.
- k. The CTP route from the Jan 2019 meeting moved the roadway alignment from land that would become the Symphonia subdivision land to land currently owned by Selva Mohan, but previously owned by the Symphonia landowner/applicant. The Alternative 5 roadway alignment move made during the January 2019 meeting with the town puts the new roadway alignment off of Symphonia land and onto the same parcel of land where the Symphonia landowner/applicant was caught previously moving graves in the middle of the night (Beckwith and Ballentine Cemetery). Now the current CTP road alignment routing passes through the same area where the cemetery was previously located. It appears that when the land was owned by the Symphonia landowner/applicant, graves were being illegally moved for development benefits, but now that the owner has changed, a roadway has moved from the new subdivision land owned by the person who was previously caught moving graves, onto the very land where graves were being illegally moved. This should be investigated for wrong doing. Note that an e-mail from Dan Berry to Keith Henshaw in August 2022 indicates that the roadway alignment was being discussed about 10 years ago. 14 years prior to the Dan Berry e-mail was when the grave robbing incidents occurred, on the same land that the roadway has been moved to in the current CTP.
- l. Suspicious activity around Marina Holly Springs. Formed in 2017, dissolved in 2019. In 2023, reinstated and annual reports for past six years (2018-2023) filed on the same date. From information obtained on the Secretary of State site, it appears the registered agent (Title = organizer) has set up numerous shell companies with numerous businesses with various status (active, dissolved, revoked, suspended). This company appears to be a shell company to hide identities of true owners. Three addresses shown in I-maps are not valid addresses, as mail we sent to all three addresses was returned. Does the Town know who the true owners of this land is, and who has purchased the land using Marina Holly Springs as a front?



*State of North Carolina
General Court of Justice
Tenth Prosecutorial District*

COLON WILLOUGHBY
DISTRICT ATTORNEY

P. O. BOX 31
RALEIGH, N.C. 27602-0031

TELEPHONE
(919) 755-4117

December 3, 2008

William Timothy Honeycutt
5617 Wade Nash Rd.
Holly Springs, NC 27540

RE: Beckwith Family Cemetery

Dear Mr. Honeycutt:

As you may be aware, I have been discussing the above matter with Det. Campen. It is my understanding that all parties have reached an agreement that will resolve this matter such that the criminal investigation will not need to proceed.

My understanding of the agreement is as follows:

You will within thirty days from receipt of this letter have put in place a fence that shows the dignity of a cemetery surrounding the perimeter of the Beckwith and Ballentine family cemetery lot and a cemetery stone marker facing the Piney Grove Wilbon Rd. that will have engraved thereon

Beckwith & Ballentine
Family
Cemetery

You will cause an easement pathway for service vehicles to travel from Piney Grove Wilbon Rd. directly to the cemetery lot. The Beckwith family will hereafter be responsible for the upkeep of the cemetery lot. You will not interfere with anyone attempting to go to this site nor disturb any new markers placed on said lot. All lands surrounding this cemetery and the easement path will continue to be used at the discretion of you. There will be no trespassing upon any of the land owned by you that does not pertain to this family cemetery.

The cemetery shows per Wake County mapping to have been fifty-five feet per seventy-five feet in size. Det. Campen will provide you the needed information as to



*State of North Carolina
General Court of Justice
Tenth Prosecutorial District*

COLON WILLOUGHBY
DISTRICT ATTORNEY

P. O. BOX 31
RALEIGH, N.C. 27602-0031

TELEPHONE
(919) 755-4117

the correct placement of this cemetery's boundaries and easement path from Piney Grove Wilbon Rd.

Unless I hear from you otherwise, I will assume the terms described above are in accord with your understanding of the resolution of this matter.

Your cooperation in the resolution of this matter has been and will be greatly appreciated.

Once the plot and easement has been established and the cemetery marker erected, I will consider this matter closed.

Sincerely,

A handwritten signature in cursive script, appearing to read "Howard Cummings".

Howard Cummings
Wake County Assistant District Attorney

Holly Springs Cultural Center

April 23, 2019 4 – 7 PM

PUBLIC OPEN HOUSE


Southwest Area Study
SHARE YOUR THOUGHTS
ON TRANSPORTATION RECOMMENDATIONS

www.swastudy.com

300 W Ballentine St, Holly Springs, NC 27540
Rooms - Holly A & B

Hosted by

CAMPO
NC Capital Area Metropolitan Planning Organization

Fuquay-Varina

Angier

Wake Co.

Apex

Holly Springs

Harnett Co.



Centro Cultural Holly Springs

23 de abril de 2019 de 4 a 7 de la tarde

CASA ABIERTA PUBLICA



Southwest Area Study

**COMPARTE TUS PENSAMIENTOS
SOBRE RECOMENDACIONES DE TRANSPORTE**

www.swastudy.com

**300 W Ballentine St, Holly Springs, NC 27540
Habitaciones - Holly A & B**

Alojado por



Fuquay-Varina

Angier

Wake Co.

Apex

Holly Springs

Harnett Co.



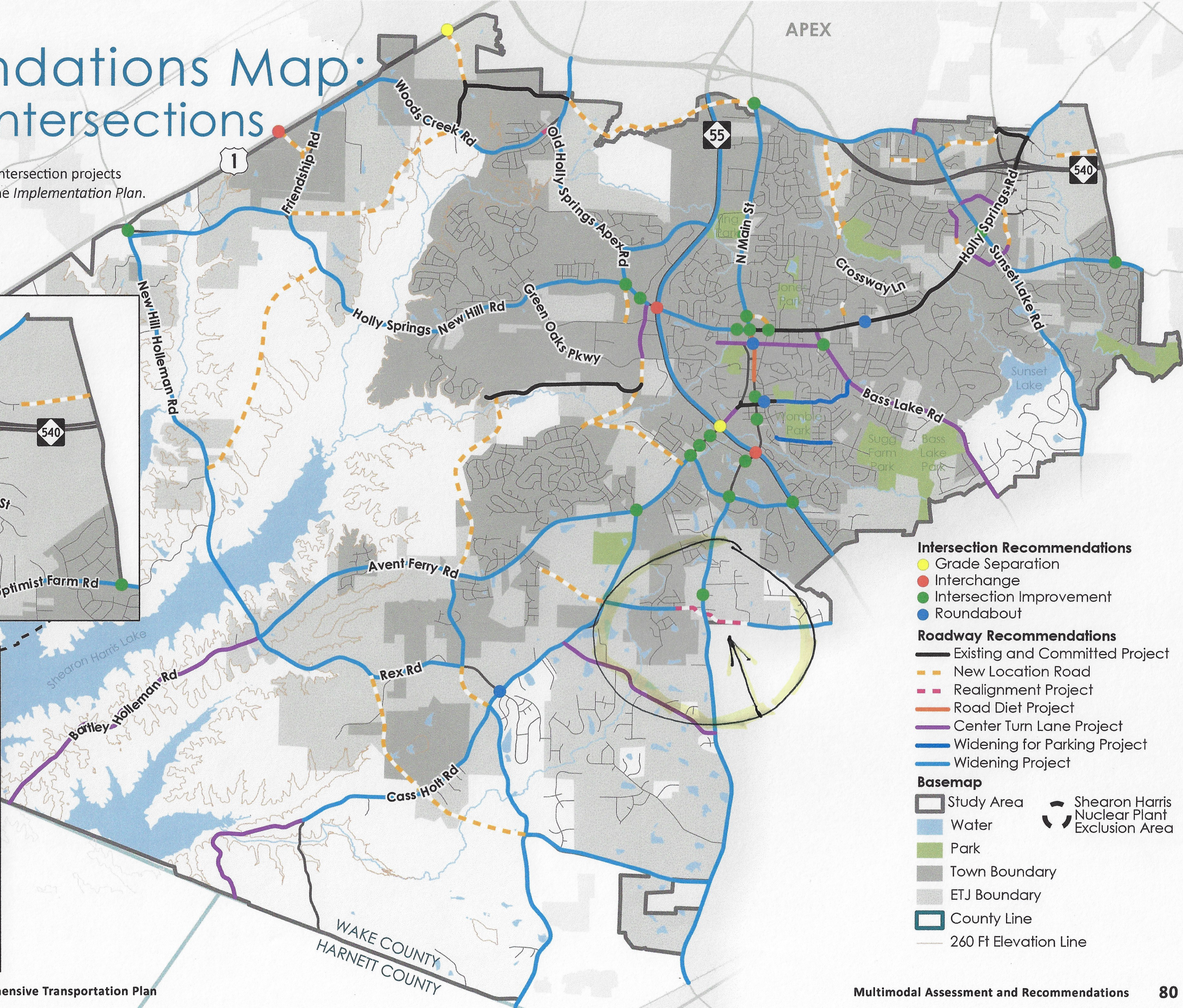
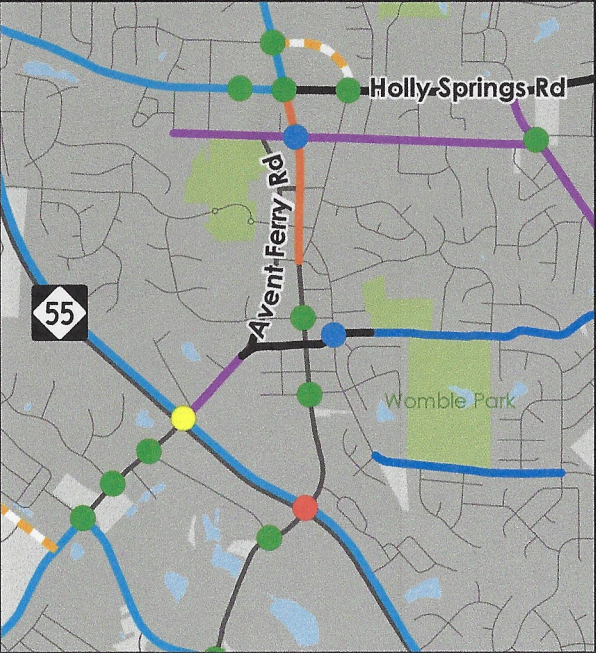
Recommendations Map: Roadway & Intersections

This map includes the delineated roadway and intersection projects that are prioritized and included in Chapter 4, the *Implementation Plan*.

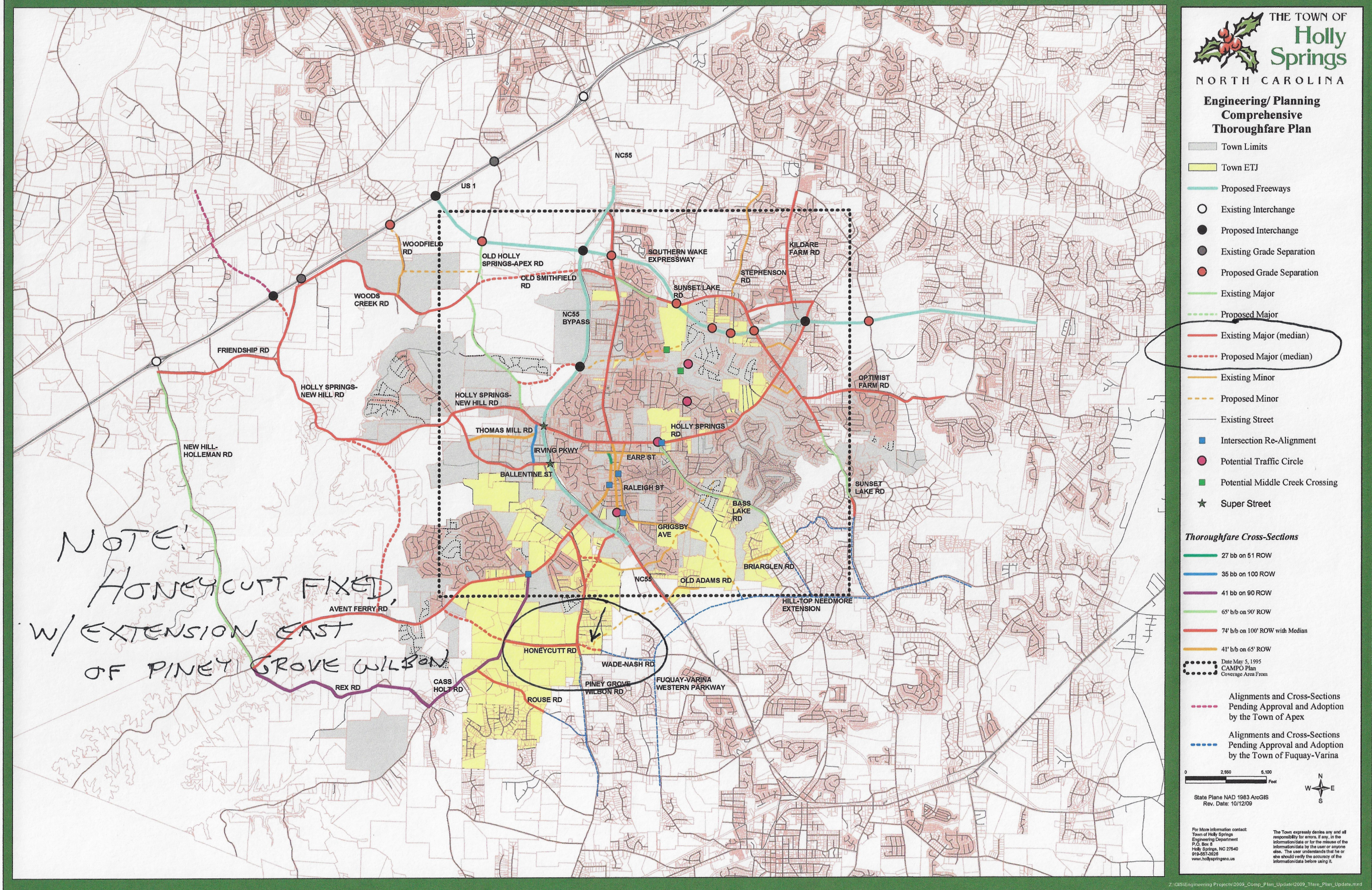
Northeast Gateway



Downtown Village District



- Intersection Recommendations**
 - Grade Separation
 - Interchange
 - Intersection Improvement
 - Roundabout
- Roadway Recommendations**
 - Existing and Committed Project
 - New Location Road
 - Realignment Project
 - Road Diet Project
 - Center Turn Lane Project
 - Widening for Parking Project
 - Widening Project
- Basemap**
 - Study Area
 - Water
 - Park
 - Town Boundary
 - ETJ Boundary
 - County Line
 - 260 Ft Elevation Line
 - Shearon Harris Nuclear Plant Exclusion Area



Attachment 29
Viision Holly Springs Dwg - 2015

Mary Lynn Smith

From: Brennan, Sean P <spbrennan@ncdot.gov>
Sent: Monday, October 18, 2021 2:29 PM
To: Joshua Reinke; Rachel Jones
Cc: Fenner, Edwin F; Walker, Braden M; Emmily Tiampati; Neidringhaus, Amy N; Bunting, Clarence B; Ishak, Doumit Y; Rynal Stephenson; Mary Lynn Smith
Subject: Re: --[EXTERNAL]--RE: [External] Piney Grove Property MOU

Josh,

I don't see a utility in analyzing that realignment with this project. Any realignment would have to take place on the east side of Piney Grove Wilbon, so the western leg (Honeycutt Rd) should be set. I think we just need to make sure that this proposed development dedicates sufficient right of way along their frontage.

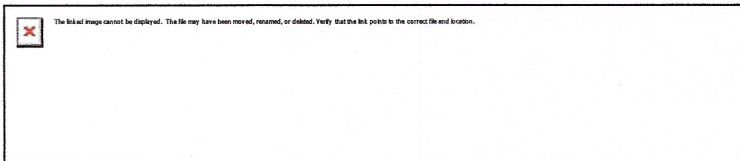
Regards,

Sean Brennan, PE
Senior Assistant District Engineer
Division 5/District 1
Department of Transportation

919-733-3213 office
919-715-5778 fax
spbrennan@ncdot.gov

4009 District Drive (Physical Address)
Raleigh, NC 27607

1575 Mail Service Center (Mailing Address)
Raleigh, NC 27699-1575



Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

From: Joshua Reinke <jreinke@rameykemp.com>
Sent: Monday, October 11, 2021 11:24 AM
To: Rachel Jones <rachel.jones@hollyspringsnc.gov>
Cc: Brennan, Sean P <spbrennan@ncdot.gov>; Fenner, Edwin F <effenner@ncdot.gov>; Walker, Braden M <bmwalker1@ncdot.gov>; Emmily Tiampati <emmily.tiampati@hollyspringsnc.gov>; Neidringhaus, Amy N <anneidringhaus@ncdot.gov>; Bunting, Clarence B <cbunting@ncdot.gov>; Ishak, Doumit Y <dishak@ncdot.gov>; Rynal Stephenson <rstephenson@rameykemp.com>; Mary Lynn Smith <msmith@rameykemp.com>
Subject: RE: --[EXTERNAL]--RE: [External] Piney Grove Property MOU

CAUTION: External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [Report Spam](#).



THE TOWN OF
**Holly
Springs**

Beth Robinson
Planning Assistant
Department of Planning & Zoning

P.O. Box 8
128 S. Main Street
Holly Springs, NC 27540
www.hollyspringsnc.us

(919) 557-3908 • Fax: (919) 557-2067
Email: beth.robinson@hollyspringsnc.us



THE TOWN OF
**Holly
Springs**

Elizabeth C. Goodson, P.E.
Development Review Engineer
Engineering Department

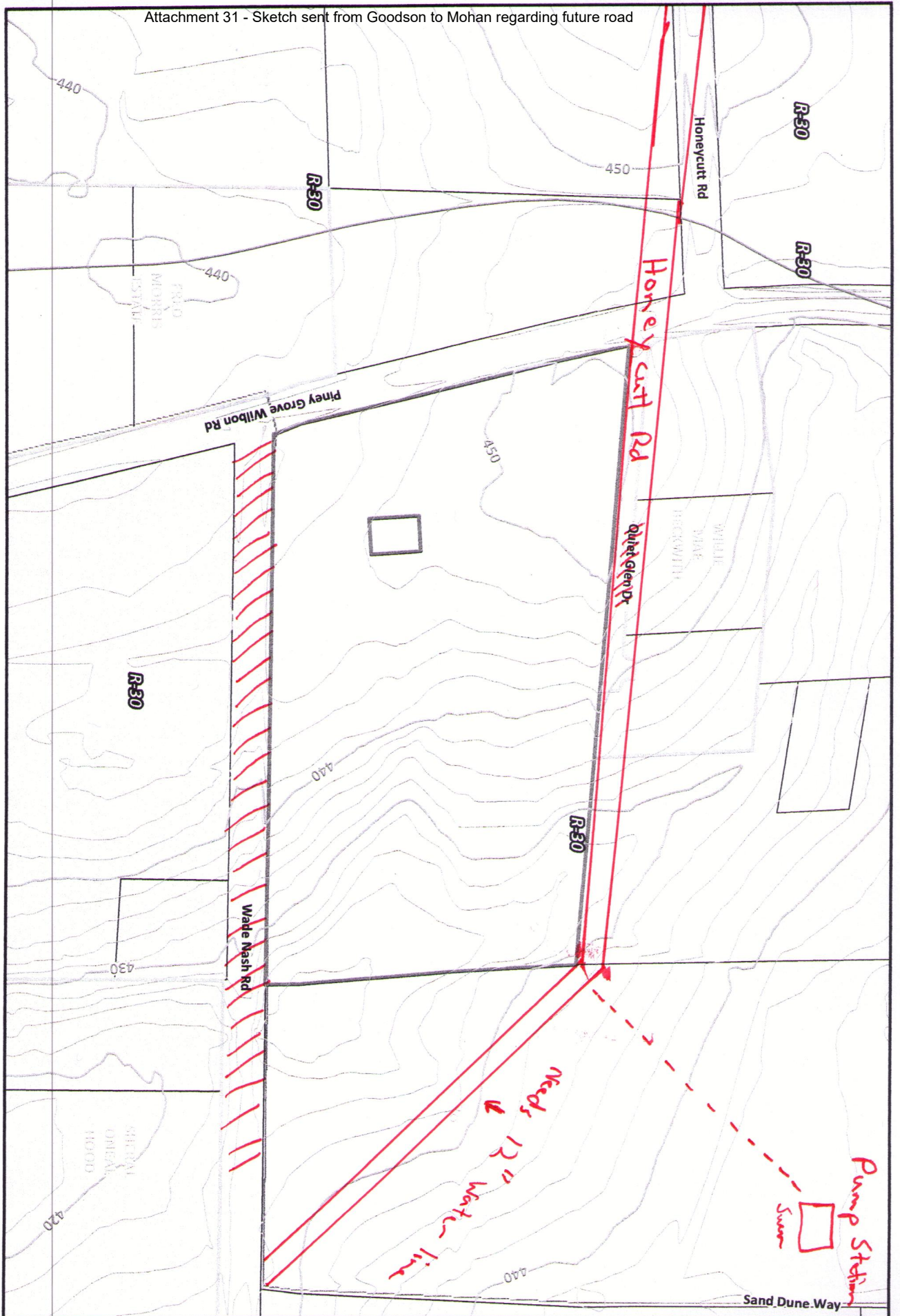
P O Box 8
128 South Main Street
Holly Springs, NC 27540

(919) 557-3936 • Fax: (919) 552-9881
Email: elizabeth.goodson@hollyspringsnc.us



0 100 200 400 Feet
1 inch = 200 feet

Disclaimer
Maps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use or its interpretation.



Attachment 32
E-mail Response from Town of Holly Springs

RE: --[EXTERNAL]--Re: Planning Board Thank You, electronic files from our presentation, and questions/comments

From: Sean Ryan (sean.ryan@hollyspringsnc.gov)

To: haysede@aol.com; elizabeth.goodson@hollyspringsnc.gov; julie.nicewinter@hollyspringsnc.gov; mackenzie.fretz@hollyspringsnc.gov; nikki.stpierre@hollyspringsnc.gov; chris.hills@hollyspringsnc.gov; john.schifano@hollyspringsnc.gov; catherine.jacobs@hollyspringsnc.gov

Cc: aragouy@yahoo.com; williammyers1117@gmail.com; mohans60@gmail.com; gogetravi@gmail.com; dantheman5512@gmail.com; feleciasmiles4u@gmail.com; woodsonhousehold@gmail.com; eric@betts.net

Date: Monday, August 7, 2023 at 09:03 AM EDT

Good morning,

Our team provided answers to questions 1-4 at our meeting last week. We do not have any additional information to share with you.

In regards to your question about a meeting with NCDOT, I will ask Nikki St. Pierre to coordinate a meeting with you, your traffic engineer, our staff, and NCDOT at the earliest possible time. Catherine Jacobs is your traffic study contact and I would encourage you to include her on future email requests for information to ensure that we can respond timely.

For question 6, it appears both documents were valid in 2015. The 2011 CTP was an independent document/study conducted outside of the full Comprehensive Plan.

Thank you,



Sean Ryan, AICP | Planning Manager

Town of Holly Springs Development Services – Land Development

P.O. Box 8 | 128 S. Main St. | Holly Springs, NC 27540

Office: 919-557-2903 | www.hollyspringsnc.gov

[Facebook](#) | [Twitter](#) | [Instagram](#) | [Nextdoor](#)

Stay informed about Development Services by signing up for [E-mail updates](#).

From: haysede@aol.com <haysede@aol.com>

Sent: Monday, August 7, 2023 8:23 AM

To: Sean Ryan <sean.ryan@hollyspringsnc.gov>; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>; Development Services Intake Group <dsintake@hollyspringsnc.gov>

Cc: Pamela Babilio <aragouy@yahoo.com>; Williammyers1117 <williammyers1117@gmail.com>; Selva Mohan <mohans60@gmail.com>; Ravindra Reddy <gogetravi@gmail.com>; dantheman5512@gmail.com; feleciasmiles4u@gmail.com; Sam & Natalie Woodson <woodsonhousehold@gmail.com>; Eric Betts <eric@betts.net>

Subject: --[EXTERNAL]--Re: Planning Board Thank You, electronic files from our presentation, and questions/comments

Sean,

Resending questions - 4th request. Written response to the six questions below is required. This is the fourth request to questions 1-4 below. Item added as #5 is second request for a meeting with town and DOT, as recommended by my traffic engineer. Item 6 follows up on questions regarding the Vision Holly Springs document that were not fully answered. Please respond to all

E-mail Response from Town of Holly Springs

6 questions today or tomorrow so I can finalize my 2nd submittal to the CTP Amendment request.

Thanks,
Keith Henshaw
(804) 683-4674

On Monday, July 31, 2023 at 06:11:06 PM EDT, haysede@aol.com <haysede@aol.com> wrote:

Resending questions - 3rd request.

Thanks,
Keith Henshaw

On Sunday, July 30, 2023 at 11:46:06 AM EDT, haysede@aol.com <haysede@aol.com> wrote:

Sean,

Resending e-mail sent Friday. Please respond with answers to questions.

Thank you,
Keith Henshaw
(804) 683-4674

On Friday, July 28, 2023 at 01:55:47 PM EDT, haysede@aol.com <haysede@aol.com> wrote:

Sean,

1. Question - The Honeycutt Rd Wade Nash alignment impacted homeowners all met yesterday morning following the Planning Board meeting, and we have a question on the proposal made by Courtney Patterson. The recommendation to the Town Council was that "Realignment NOT be made a priority." **Will that proposal to the Town Council require the CTP to be revised to remove the realignment from the CTP, ultimately removing the current CTPs impact on our land? That is our goal. Also, when will this proposal go to the town council?** We would like to be made aware so that we can attend. We homeowners don't want to be in a position where we have a CTP showing the alignment through our yards, waiting and worrying for the ax to drop at a later date. My wife and I have lost a lot of sleep over this topic during the past year.

2. Question - The Withers Ravenel drawing with the yellow road shows where Symphonia wanted to set aside land in their subdivision for a future roadway. As noble as the attorney's suggestion sounds, on the east side of the Symphonia subdivision, the yellow road continues across land owned by Natalie Woodson and Eric Betts that is not Symphonia's land to donate/reserve. **WHY WOULD THE SYMPHONIA YELLOW PATH DRAWING PRESENTED AT THE PLANNING BOARD MEETING NOT NEED A CTP REVISION TO ADOPT THAT ROUTE? CURRENTLY, THE CTP PLAN DOES NOT RUN THROUGH NATALIE/ERIC'S LAND AND SYMPHONIA PROPOSAL DOES RUN THROUGH THEIR LAND (13 ACRES EAST OF SYMPHONIA containing Sand Dune Way)?** It would seem such a change should have been driven by CAMPO and not a developer. Obviously, Selva Mohan, myself, Billy Myers, Danny Norris, etc have been upset since finding out August 2022 that the Town updated the CTP to run through our land without our knowledge. In this yellow road drawing, Symphonia and the Town have once

E-mail Response from Town of Holly Springs

again decided to run the road through homeowner (Natalie Woodson's / Eric Betts') land without their knowledge. This time there was no social media, newspaper, etc notification. She would not have even seen the drawing if I had not requested last week that Sean Ryan provide a drawing with details on the latest plan prior to the Planning Board meeting. The homeowners can only get information if we do a FOIA request to the town or sometimes we get information by e-mailing town staff. The process seems busted with respect to due process and transparency. Also, note that the Symphonia drawing does not provide much relief to any of the homeowners.

3. Question - Dual signalization was discussed at the Planning Board meeting. Previous DRAFT TIAs had recommended it, but more recent TIAs recommend against it as there is only 750' between the signals. It sounded like dual signalization would be reviewed again as a result of Courtney's suggestion. **Would this trigger a CTP amendment to choose Alternative 1 from the Hot Spot Study?** As stated above, we want a CTP revision to remove realignment impacts to our homes.

4. Question - Dual signalization - **If the only reason provided in the TIA for not choosing dual signalization is the distance between signal lights, why not simply increase the distance by going into Mrs. Holland's field (1100 Piney Grove Wilbon) using suggestion that follows?** See SWAS p173 (attached) and consider driving east along Honeycutt Rd. As you pass my house at 5605 Honeycutt Rd, instead of turning right inserting two horizontal curves across my yard and Billy Myers yard to get to Piney Grove Wilbon (as SWAS p173 shows, instead do same road curvature opposite hand to the north side of Honeycutt Rd (make two horizontal curves opposite hand to run north of Honeycutt Rd to get to Piney Grove Wilbon). There is actually more distance from Honeycutt Farms homes to Piney Grove than from my driveway to Piney Grove Wilbon, meaning the curves could be less severe. Install signal at that Honeycutt Rd / Piney Grove junction and use dual signalization just north enough to obtain the 1000' or whatever is needed. This would completely avoid ALL impact on Symphonia and avoid ALL impact on current homeowners. The only impact would be taking a small amount of land from the corner of Mrs. Holland's field and would require an amendment to the CTP.

Questions from separate e-mail sent previously:

5. Meeting Request Sent 08/03 - This is second request for a response.

When we met with you Tuesday, it sounded like Beth may not necessarily agree with my bounding analysis arguments and she wanted something more formal. I have contacted a traffic engineer to perform the analysis for the locations I recommended in our CTP amendment for both dual signalization and for realignment options I propose. The engineer would then seal the analysis. He indicated that it may be best to arrange a meeting between the town and DOT to ensure his analysis give you what you need, and in order to properly analyze my recommendations. Can we have a meeting with you and the NCDOT? Do you usually reach out to the DOT or do we to invite them to the meeting? Note that my traffic engineer has already reached out to the NCDOT to discuss this subject. Please advise on the best approach to initiate this meeting between the town, the homeowners, and the traffic engineer. I did see a form online, but much of that did not apply to our request and we appear to be farther along in the process. It said to reach out to dsintake@hollyspringsnc.gov if we had additional questions, so please advise.

6. Regarding the e-mail exchange below, there are unanswered questions from the exchange.
a. Was this Vision Holly Springs part of the 2013 CTP revision, or was this document issued in 2015 after the 2013 CTP revision (file date says 06/15/2015)? The previous

E-mail Response from Town of Holly Springs

response says the version I have was issued June 1, 2015, so I am asking about any previous versions, when they were issued, and what was in them.

b. How was this Vision Holly Springs file connect to the 2013 version of the CTP?

c. More specifically, when was the "Engineering / Planning Comprehensive Thoroughfare Drawing first issued into the Vision Holly Springs document, as it is not included in the 2013 CTP?

d. Was there a formal study like the SWAS study by an independent party prior to issuing the Engineering / Planning Comprehensive Thoroughfare Plan?

Please respond to all 6 questions today or tomorrow 08/07 or 08/08, as information is required to finalize preparation of 2nd submittal of my CTP Amendment request, which is due this week.

Thank you,
Keith Henshaw
(804) 683-4674

Mr. Henshaw,

I was informed that **the version you have** is Supplement 4, published on June 1, 2015. To the best of their knowledge, both plans were valid as of the date of your request.

Thank you!

Kathy

From: haysede@aol.com <haysede@aol.com>
Sent: Thursday, August 3, 2023 2:49 PM
To: Kathryn White <kathryn.white@hollyspringsnc.gov>
Cc: Sean Ryan <sean.ryan@hollyspringsnc.gov>; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>
Subject: Re: --[EXTERNAL]--Vision Holly Springs document from thumb drive is missing pages

O.K. Can you tell me the date when this version of Vision Holly Springs was issued? Was this Vision Holly Springs part of the 2013 CTP revision, or was this document issued in 2015 after the 2013 CTP revision (file date says 06/15/2015)? How does this file connect to the CTP?

Thanks,
Keith Henshaw

On Thursday, August 3, 2023 at 01:13:13 PM EDT, Kathryn White <kathryn.white@hollyspringsnc.gov> wrote:

Good afternoon Mr. Henshaw,

I forwarded your concern to Development Services. They provided the attached cover sheet, with the explanation that this is the only page that was missing from the original file you received. That file starts with page "i", which is the very first page.

Attachment 32
E-mail Response from Town of Holly Springs

Kind regards,

Kathy

From: Kathryn White
Sent: Thursday, August 3, 2023 10:30 AM
To: haysede@aol.com
Subject: RE: --[EXTERNAL]--Vision Holly Springs document from thumb drive is missing pages

Good morning Mr. Henshaw,

Currently, our server is down, so I can't access the files provided by Development Services. Our IT Department is working to resolve the issue. Once the server is up, I will reach out to Development Services with your request.

Kind regards,



Kathy White | Deputy Clerk, NCCMC

Town of Holly Springs

PO Box 8 | 128 S Main Street | Holly Springs, NC 27540

Office: (919) 567-4033 | kathryn.white@hollyspringsnc.gov

www.hollyspringsnc.gov



Attachment 32
E-mail Response from Town of Holly Springs

From: haysede@aol.com <haysede@aol.com>
Sent: Thursday, August 3, 2023 10:24 AM
To: Kathryn White <kathryn.white@hollyspringsnc.gov>
Subject: --[EXTERNAL]--Vision Holly Springs document from thumb drive is missing pages

Kathryn,

You recently fulfilled a Public Information Request, but one of the documents is missing the first few pages. If you look at the Vision Holly Springs document with file date 06152015, you can see it starts with Acknowledgment, and is missing the first few pages that would be a cover sheet, date, signatures or sheets with who prepared it. Can you send me those first few pages?

Thanks,
Keith Henshaw

(804) 683-4674
e

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

Attachment 33

RE: --[EXTERNAL]--SWAS report, Proposed road changes on Page 173 and impact on my home at 5605 Honeycutt Rd, and potential rezoning of nearby land

From: Dan Berry (dan.berry@hollyspringsnc.gov)

To: haysede@aol.com

Date: Tuesday, August 23, 2022 at 01:19 PM EDT

Mr. Henshaw,

Thanks for your note.

The realignment of Honeycutt Rd. and Wade Nash has been a project the town has been scoping for about 10 years. It should be of no surprise that the improvement was included in the SWAS study from 2019. Additionally, the town had recently completed an update of our comprehensive transportation plan which outlines transportation network improvements for the next 15 years. This same improvement is outlined in this new plan. Our CTP serves as a guide to developers, residents, and town stakeholders on where the town expects our road network to go and what critical points exist. Development plays a key role in expanding the town's infrastructure.

Here is an excerpt from the recently adopted plan:



Full document can be found here in section 2: <https://www.hollyspringsnc.us/327/Comprehensive-Plan>

I am very familiar with this intersection and the location of your property as I live less than a mile from the location and am the Councilmember with the most history on all that's transpired in this area of town in the last 10 years.

There is a lot of current activity in this area and finding a solution to get this road realignment completed will be of utmost importance to me as I weigh any potential decision on rezoning cases or development plans.

The current road infrastructure is barely adequate enough for the volumes we are seeing today, let alone additional volumes brought by significant housing additions and a much needed commercial/retail/services component.

I would hope that with all the development interest occurring in this area, the town will be able to solidify a plan on this realignment, and I understand there could be impact for multiple property owners.

Hope this was helpful. I am open to further discussion if you desire.

Attachment 33

-Dan

Dan Berry
Mayor Pro Tempore
Town of Holly Springs
dan.berry@hollyspringsnc.gov
919-589-3635

From: haysede@aol.com <haysede@aol.com>

Sent: Monday, August 22, 2022 2:10 PM

To: Dan Berry <Dan.Berry@hollyspringsnc.gov>; Sean Mayefskie <Sean.Mayefskie@hollyspringsnc.gov>; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>; Sean Ryan <sean.ryan@hollyspringsnc.gov>

Subject: --[EXTERNAL]--SWAS report, Proposed road changes on Page 173 and impact on my home at 5605 Honeycutt Rd, and potential rezoning of nearby land

Mayor, Town Council Member, and Holly Springs Planning Department personnel,

I am not sure who is the correct person to address my concerns, so I will start with the four of you. I have included the Holly Springs Mayor, the Mayor Pro Tem who is listed as part of the Study Oversight Team for the Southwest Area Report dated 06/28/2019, and two members of the planning department I have dealt with in the past during planning and construction of my house. I have attached a letter outlining my concerns. I have attached both a signed .pdf and a Word file, which is likely easier to read than the .pdf. I have also attached a copy of the Southwest Area report as a link in the e-mail below, and a letter from Morningstar regarding rezoning of land within 500' of my property.

I was just made aware of plans to run a four-lane highway through my front yard, septic drainfield, and over 100 trees or shrubs that I planted on Friday 08/22/2022. This is not consistent with prior conversations that I had with Holly Springs, WCPSS, and DOT prior to, during, and following construction of my home, and during the prior partial land sale required due to eminent domain claim for building Buckhorn Elementary and associated upgrades to Honeycutt Rd. We had agreed that the 50' right of way sold would address future highway widening. The existing road was to be widened and a stop light installed at the end of the existing Honeycutt Rd. No new route through the middle of my front yard was discussed. There are other available options at this time that do not require running the four lane through my front yard, especially prior to rezoning of two blocks of land within 500' of my property for increased density.

Please read attached letter and let me know who I should talk to. I am willing to address the full Town Council or Planning department if needed. Other affected landowners are also ready and willing to attend any required meetings once given a time and place. I am also open to someone meeting me at my property to discuss and see the impacts first-hand, and discuss possible resolutions. Please have the appropriate persons contact me as soon as possible, as my wife and I are worried sick since being alerted to the SWAS report.

I respectfully request that each of you reply and confirm receipt of this e-mail and my letter, so that I can be sure it was received.

Thank you,

Bryan Keith Henshaw

Owner of 5605 Honeycutt Road, Holly Springs, NC 27540

(804) 683-4674

-----Original Message-----

From: Selva Mohan <mohans60@gmail.com>

To: haysede@aol.com

Sent: Fri, Aug 19, 2022 1:43 pm

Subject: Proposed road - Please see Page 173

Document is too large to send, here is the link

https://nmcndn.io/e186d21f8c7946a19faed23c3da2f0da/8bfec28a290449a7b10eb1fee3a0e264/files/programs-studies/area-studies/SWAS-Report_20190701-Compiled-with-Minutes-09-2019-FINAL.pdf



Figure 8-17: Piney Grove Wilbon at Wade Nash Proposed Improvements

Thanks
Mo
919-434-5002

" Life is a succession of dreams. My ambition is to be a conscious dreamer"

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

Attachment 34

RE: --[EXTERNAL]--Rezoning and CTP revisions

From: Elizabeth Goodson (elizabeth.goodson@hollyspringsnc.gov)

To: haysede@aol.com; sean.ryan@hollyspringsnc.gov; mohans60@gmail.com; gogetravi@gmail.com; williammyers1117@gmail.com; aragouy@yahoo.com; woodsonhousehold@gmail.com; eric@betts.net

Cc: john.schifano@hollyspringsnc.gov; catherine.jacobs@hollyspringsnc.gov; Brett.Gosney@hollyspringsnc.gov; chris.hills@hollyspringsnc.gov; cheryl.caines@hollyspringsnc.gov

Date: Friday, July 14, 2023 at 08:57 AM EDT

Mr. Henshaw,

Thank you for your patience with our reply to this message. I had offered to my team that I would provide a reply to your message but then got caught up yesterday afternoon and didn't get it sent out before leaving. I hope this will address your question at this time. If we can be of additional assistance, please let us know.

1. Please confirm the date, time and location of the planning board meeting so that I can provide to interested impacted homeowners who will attend in opposition.

The Planning Board meeting is held the 4th Tuesday of the month. For July, it will be Tuesday, July 25th at 7pm at Town Hall Council Chambers.

You can find the details about this meeting as well as the agenda here:

<https://www.hollyspringsnc.us/169/Planning-Board>

2. You stated that Symphonia is not proposing changes to the CTP, but the routing is changed from that shown in the CTP. Why are they not required to do a CTP amendment?

The CTP is a visionary document that serves as a policy guide and is not intended to represent design level improvements. Through the various steps of the development process specific design details become more refined. The Symphonia project does not have any roadway frontage at the intersection and they have no obligation to complete the realignment. As such, the Symphonia proposal meets the requirements of the CTP and Unified Development Ordinance and no amendment needs to be pursued.

However, the applicant of the Symphonia project is demonstrating through the proposed conceptual realignment that they can reserve land through their project for a future realignment that may follow a different pathway than the alignment shown on the CTP. This would provide the availability of the land for a realignment to happen in the future, whether it be constructed by another development project or a town or NCDOT initiated project.

This approach will be considered by the Town Council as they consider the rezoning.

3. The routing on your sketch shows the new routing running directly over Quiet Lane, which is a private road. Can you do that? That would seem to require a CTP amendment and notification of the homeowners

Since the CTP is a visionary document it serves as a policy guide and is not intended to represent design level improvements. Prior to moving forward with the road design and ultimate construction, any necessary easements and/or right-of-way needed to accomplish the alignment would be required.

4. The sketch is a cartoon of sorts with no details or dimensions. Do you have a drawing similar to that in the previous hot spot study for the Honeycutt Rd/Piney Grove intersection that shows all medians, lanes, turn lanes and also shows additional pedestrian lanes and bike lanes as shown previously in the cross sections that were provided in the draft zoning proposal for 1100 Piney Grove Wilbon. I would like to see a detailed

Attachment 34

drawing to scale showing all the bike lanes, median, etc in my front yard. If you do not have that level of detail, you should before moving forward.

The applicant has provided conceptual design information to illustrate that their proposed approach would be able to accommodate a future road alignment. This applicant has not provided detailed design for review. The full construction level design documents would be required prior to any final alignment and construction proceeding. This project has only proposed to construct interim signalization improvements, as outlined in their Traffic Study, to mitigate their traffic impacts.

Thank you,

Elizabeth



Elizabeth C Goodson, PE | Division Manager

Town of Holly Springs Development Services – Land Development

P.O. Box 8 | 128 S. Main St. | Holly Springs, NC 27540

Main Office: 919-557-3908 | Direct: (919)557-3933 | Mobile: 919-291-9795

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#) | [Nextdoor](#)

Stay informed about Development Services by signing up for [E-mail updates](#).



From: haysede <haysede@aol.com>

Sent: Wednesday, July 12, 2023 11:29 AM

To: Sean Ryan <sean.ryan@hollyspringsnc.gov>; Selva Mohan <mohans60@gmail.com>; Ravindra Reddy <gogetravi@gmail.com>; Williammyers1117 <williammyers1117@gmail.com>; Pamela Babilio <aragouy@yahoo.com>; Sam & Natalie Woodson <woodsonhousehold@gmail.com>; Eric Betts <eric@betts.net>
Cc: John Schifano <john.schifano@hollyspringsnc.gov>; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>; Catherine Jacobs <catherine.jacobs@hollyspringsnc.gov>; Brett Gosney <Brett.Gosney@hollyspringsnc.gov>; Chris Hills <chris.hills@hollyspringsnc.gov>; Cheryl Caines <cheryl.caines@hollyspringsnc.gov>

Subject: RE: --[EXTERNAL]--Rezoning and CTP revisions

1. Please confirm the date, time and location of the planning board meeting so that I can provide to interested impacted homeowners who will attend in opposition.
2. You stated that Symphonia is not proposing changes to the CTP, but the routing is changed from that shown in the CTP. Why are they not required to do a CTP amendment?
- 3 The routing on your sketch shows the new routing running directly over Quiet Lane, which is a private road. Can you do that? That would seem to require a CTP amendment and notification of the homeowners.
4. The sketch is a cartoon of sorts with no details or dimensions. Do you have a drawing similar to that in the previous hot spot study for the Honeycutt Rd/Piney Grove intersection that shows all medians, lanes, turn lanes and

Attachment 34

also shows additional pedestrian lanes and bike lanes as shown previously in the cross sections that were provided in the draft zoning proposal for 1100 Piney Grove Wilbon. I would like to see a detailed drawing to scale showing all the bike lanes, median, etc in my front yard. If you do not have that level of detail, you should before moving forward.

Thank you,
Keith Henshaw

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Sean Ryan <sean.ryan@hollyspringsnc.gov>

Date: 7/12/23 10:04 AM (GMT-05:00)

To: haysede@aol.com, Selva Mohan <mohans60@gmail.com>, Ravindra Reddy <gogetravi@gmail.com>, Williammyers1117 <williammyers1117@gmail.com>, Pamela Basilio <aragouy@yahoo.com>, Sam & Natalie Woodson <woodsonhousehold@gmail.com>, Eric Betts <eric@betts.net>

Cc: John Schifano <john.schifano@hollyspringsnc.gov>, Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>, Catherine Jacobs <catherine.jacobs@hollyspringsnc.gov>, Brett Gosney <Brett.Gosney@hollyspringsnc.gov>, Chris Hills <chris.hills@hollyspringsnc.gov>, Cheryl Caines <cheryl.caines@hollyspringsnc.gov>

Subject: RE: --[EXTERNAL]--Rezoning and CTP revisions

Good Morning,

At this time, we expect that Symphonia will be on the Planning Board Agenda for July 25th. The date of the Town Council meeting is yet to be determined.

Symphonia is not proposing any changes to the Comprehensive Transportation Plan that will be presented to the Planning Board.

There are no additional agenda items for July 25th.

Attached is a conceptual alignment submitted by Symphonia to illustrate a potential reservation of land thought their property to achieve the realignment in the future.

Thank you,



Sean Ryan, AICP | Planning Manager

Town of Holly Springs Development Services – Land Development

P.O. Box 8 | 128 S. Main St. | Holly Springs, NC 27540

Office: 919-557-2903 | www.hollyspringsnc.gov

[Facebook](#) | [Twitter](#) | [Instagram](#) | [Nextdoor](#)

Stay informed about Development Services by signing up for [E-mail updates](#).

From: haysede@aol.com <haysede@aol.com>

Sent: Monday, July 10, 2023 12:54 PM

To: Sean Ryan <sean.ryan@hollyspringsnc.gov>

Cc: Selva Mohan <mohans60@gmail.com>; Ravindra Reddy <gogetravi@gmail.com>; Williammyers1117 <williammyers1117@gmail.com>; Pamela Basilio <aragouy@yahoo.com>; Sam & Natalie Woodson

Attachment 34

<woodsonhousehold@gmail.com>; Eric Betts <eric@betts.net>

Subject: --[EXTERNAL]--Rezoning and CTP revisions

Sean,

1. Will either the Sand Dune Way (Symphonia) rezoning or the 1100 Piney Grove Wilbon (rezoning) be topics of discussion at any July planning board or Town Council meetings? Also, I was told there is a new subdivision being planned just north of Symphonia, so same question for that subdivision?
2. Will there be any proposals or discussions regarding Comprehensive Transportation Plan revisions associated with Honeycutt Rd Wade Nash Rd realignment at the July planning board or town council meetings?
3. Will there be any new rezonings presented at the July meeting which are associated with the CTP in the area of the Honeycutt Rd Wade Nash realignment.
4. This question was asked last month - DO YOU HAVE DRAFT DRAWINGS WITH IMPACTS OF THE CTP REVISION AND SUBDIVISION PLANS TO THE CORNER OF PINEY GROVE WILBON / HONEYCUTT ROAD THAT SHOW THE IMPACTS TO MY PROPERTY. CAN WE HAVE A MEETING TO DISCUSS PLANNED CHANGES AT THIS CORNER AND IMPACTS TO MY PROPERTY (5605 Honeycutt) FROM THE LATEST CTP PROPOSED REVISION?

I am interested in detailed drawings that show added lanes, turn lanes, etc as was shown in the original hot spot study with additional pedestrian lanes, bike lanes, etc to match cross sections that were in the draft TIAs. Do such detail drawings exist, even if in DRAFT form.

Thank you,
Keith Henshaw
(804) 683-4674

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).



August 9, 2023

Keith Henshaw
804-683-4674

RE: CTP Amendment – Traffic Analysis Update – Holly Springs, NC

Dear Mr. Henshaw,

TRAFFIC ANALYSIS UPDATE

This letter provides a summary of the traffic analysis that is underway for the Comprehensive Transportation Plan (CTP) amendment for Honeycutt Road / Wade Nash Road at Piney Grove Wilbon Road in Holly Springs. Our team is underway with a capacity analysis that reviews the current and proposed configurations for the CTP amendment. As currently required in the Town of Holly Springs (Town) CTP, the intersections of Honeycutt Road and Wade Nash Road are to be realigned along Piney Grove Wilbon Road for a single 4-leg intersection. Based on the adjacent Buckhorn Elementary School as well as numerous residential properties surrounding this alignment, there are serious concerns with the feasibility and approvability of such an alignment. McAdams will be providing a capacity analysis and conceptual layout of the design for this and other possible lane configurations as part of this amendment request. This capacity analysis will be completed following a scoping meeting with the Town that is scheduled for later in August 2023. This capacity analysis is anticipated to include review of the following configurations:

- > Honeycutt Road / Wade Nash Road realignment (as currently shown in the CTP)
- > Realigned 4-leg intersection located north of the current Honeycutt Road
- > Offset T-intersections with an increased offset along Piney Grove Wilbon Road

CURRENT CTP CONSTRUCTABILITY CONCERNS

Although the project team has not yet finalized our traffic analysis, multiple other studies and conceptual layouts for this realignment / alternative options have been conducted. In reviewing these studies, additional concerns have been brought up regarding the CTP alignment scenarios. As noted in the Symphonia TIA Addendum dated January 11, 2023, prepared by Kimley-Horn & Associates, Inc, the realignment as shown in the Town CTP would require a design speed of 35 miles per hour (mph). NCDOT typically requires a roadway to be designed at 5 mph more than the posted speed limit, meaning this road alignment would need to be posted at 30 mph. Currently Wade Nash Road and Honeycutt Road are posted at 45 mph and 35 mph, respectively. It is unlikely that NCDOT would grant approval of a speed limit reduction or an exception to these design requirements with this realignment being a new roadway design. Due to the proximity of Buckhorn Creek Elementary School (approximately 600 feet west of Piney Grove Wilbon Road) along Honeycutt Road, it is unlikely that the road alignment could be shifted to allow for construction / approvability by NCDOT. It should also be noted that generally, CTP's and regional planning studies do not take into account geometric (horizontal / vertical alignment) designs and additionally, these studies are not typically reviewed or approved by the local NCDOT District office who is responsible for approval of roadway designs in their district. As such, it is not

uncommon for these CTP Amendments to be completed to provide alternative designs which are feasible and possible to be constructed if these design restrictions arise.

PROPOSED AMENDMENT

The project team is considering two potential options for this amendment, including a realignment of a 4-leg intersection / alignment of Wade Nash Road / Honeycutt Road, north of Honeycutt Road and keeping the off-set T-intersections with an increased spacing between intersections. Both options are being reviewed from a traffic analysis / capacity standpoint and for constructability from a design / permitting standpoint. It should also be noted that these alignments are being considered to reduce impacts on structures (schools, residences, and other existing infrastructure) as well as ensure a design is in place and being planned for in the future that is reflective of current NCDOT design requirements. With these options, NCDOT median crossover requirements / spacing standards, curve / design parameters, and wetland / environmental impacts are all being considered. Although these options are still being reviewed and vetted, they are expected to meet NCDOT roadway design standards.

SUMMARY

This letter presents a summary of the traffic analysis and roadway design review that is currently underway in conjunction with the CTP Amendment of Honeycutt Road / Wade Nash Road. Although further review of these design options is on-going, the configuration shown in the current CTP is not expected to be a feasible or constructable design option. As such, an alternative alignment is necessary to ensure property planning for an approvable design is provided.

If you should have any questions or comments relative to this study, please feel free to contact me at 919.961.4065.

Sincerely,

MCADAMS



Nate Bouquin, PE, PTOE

Traffic Engineering Lead

Attachment 36 - NCDOT Role

RE: [External] Honeycutt Road / Wade Nash Road - CTP amendment

From: Nolfo, Matthew J (mjnolfo@ncdot.gov)
To: bouquin@mcadamsco.com; ehwillis@ncdot.gov
Cc: nclineberger@ncdot.gov; haysede@aol.com
Date: Tuesday, August 8, 2023 at 12:19 PM EDT

Nate,

Ultimately, as long as town's CTP is constructable, we try not to dig too deep on dictating what it calls for. The CTP is the town's vision for an area, but the department is not bound by it.

Generally, we try and stay out of CTP amendments aside from providing fact-based information about what does and doesn't meet NCDOT standards. If you have questions about specific NCDOT requirements (signal spacing, curve radii, etc.) we are more than happy to assist.

Thanks,

Matthew Nolfo

Senior Assistant District Engineer

Southern Wake County

Wake County District Office (Division 5 District 1)

North Carolina Department of Transportation

mjnolfo@ncdot.gov

(919) 814 – 6115

Physical Address

4009 District Drive

Raleigh, NC 27607

Mailing Address

1575 Mail Service Center

Raleigh, NC 27699-1575



Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

From: Nate Bouquin <bouquin@mcadamsco.com>
Sent: Thursday, August 3, 2023 11:54 AM
To: Nolfo, Matthew J <mjnolfo@ncdot.gov>; Willis, Holt <ehwillis@ncdot.gov>

Attachment 36 - NCDOT Role

Cc: Lineberger, Nicholas C <nclineberger@ncdot.gov>; haysede@aol.com
Subject: [External] Honeycutt Road / Wade Nash Road - CTP amendment

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Matthew / Holt,

We are working with Keith Henshaw (cc'd) on a CTP amendment in the Town of Holly Springs. We are kicking off a scoping meeting request with the Town but anticipate that may take several weeks. In the meantime, we wanted to see if we could setup a quick meeting with your office to discuss this a bit more and confirm your departments stance on this since it is your roadways. Could y'all provide your availability for a quick 30 minute teams call to run through this a bit more? We are looking to remove the realignment of these roadways at Piney-Grove Wilbon Road since they have some significant impacts to the neighboring properties (including the Elementary School) as well as environmental impacts with an adjacent creek.

Below is a snippet of what is currently shown in the Town's plans. You all may have already had some conversations with some neighboring properties that have conducted TIA's in this area.

If you could let me know your availability, we will send around a teams invite.

Thanks!



Nate Bouquin PE, PTOE
Traffic Engineering Lead

mobile 919. 961. 4065
bouquin@mcadamsco.com

621 Hillsborough Street, Suite 500
Raleigh, NC 27603

www.mcadamsco.com

[Join Our Team](#)



Attachment 36 - NCDOT Role

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

Attachment 37 - CAMPO Role

Meeting Notes from Teleconference with Ken Withrow (CAMPO) on August 8, 2023 (Discussion of the role of CAMPO)

Attendees: Keith Henshaw and Ken Withrow (CAMPO)

Date: August 8, 2023

Notes:

- CAMPO **DOES NOT** make recommendations on road routing.
- CAMPO was involved in the Southwest Area Study (SWAS) because it involved multiple municipalities such as Holly Springs, Fuquay Varina, Garner, etc.
- CAMPO's role in the SWAS was that they hire the consultant, in this case Ramey Kemp Associates and oversee the overall coordination of the SWAS study.
- Ramey Kemp Associates (RKA) found several alternative solutions for each of the Hot Spots and put those into the Hot Spot Study (Preliminary Recommendations).
- Then CAMPO and RKA met with the Town of Holly Springs to get input from the town.
- The town has the final say on the routing.
- The difference in the Hot Spot Study and what is in the SWAS is that the SWAS incorporated town input.
- The final SWAS is ENDORSED by CAMPO, but does not constitute a RECOMMENDATION of CAMPO.
- CAMPO DID NOT recommend the routing south of Honeycutt Rd that runs through my yard at 5605 Honeycutt Rd. That was **NOT** a CAMPO recommendation, but is a result of town input.
- The TIA for Honeycutt farms was used as input in the Hot Spot Study and I can get that information if desired.



August 7, 2023
Keith Henshaw
5605 Honeycutt Rd
Holly Springs, NC 27540

Dear Mr. Henshaw,

Thank you again for your Freedom of Information Act Request associated with the Piney Grove Wilbon\Honeycutt\Wade Nash Road Hot Spot Study conducted during the Southwest Area Study.

Your Freedom of Information Act Request (as provided to CAMPO) is to obtain the following information:

1. Full traffic study/analysis that was done in support of the Hot Spot Study performed for the Honeycutt Rd Wade Nash Rd intersection by Ramey Kemp Associates in late YR 2018 or early YR 2019. Please provide full study that includes analysis for all five alternatives reviewed for the subject intersection; and
5. Newspaper article or advertisement which advertised the Southwest Area Study meetings that occurred in early 2019. (Per e-mail from town attorney, this is a requirement.)

To address the first request, I have included with this letter the LOS Summary table of the 5 alternatives analyzed and the PDF presentation of the preliminary results. I have also included a PDF of the SIDRA (roundabout analysis software) results for the hot spot as well.

Additional analyses that are included in the letter are: (1) the Crash Analyses associated with both the Piney Grove Wilbon/Honeycutt Road intersection as well as the Piney Grove Wilbon/Wade Nash intersection, (2) the file Holly Springs_SWAS_Roadway Project Spreadsheet 28mar2019 that shows the highlighted row defining Piney Grove Wilbon at Honeycutt and Wade Nash roads as one four-legged intersection, and (3) the map showing the outcomes from the 2045 model run for the aforementioned four-legged intersection. Please note that TIA Reports for the Honeycutt Road Assemblage completed in 2017 and the E-45 Elementary School completed in 2016 were inputs provided to Ramey Kemp by the Town of Holly Springs and/or NCDOT as input material for the Southwest Area Study. Access to the Honeycutt Road Assemblage TIA Report and the E-45 Elementary School Revised TIA Report are available upon request through either the Town of Holly Springs and/or NCDOT.

Concerning the second request, CAMPO did not pay for media advertising for the Southwest Area Study's two public meetings. However, a significant effort went into advertising and promoting both events by CAMPO and study partners, such as:

- Email newsletter updates to the CAMPO general email distribution list, and to the study's email list (for the second meeting)
- Social media posts on Twitter and Facebook for both meetings
- Popups/tables were hosted at the Holly Springs Food Cupboard, the Southern Regional Center in Fuquay-Varina, and the Apex PeakFest
- Partner organizations (and public officials) also helped promote both by sharing on their social media and sending to relevant email lists (towns, county, chambers of commerce)
- Media release sent to local news outlets

A sampling of these activities is outlined in the Study's Final Report (https://nmcdn.io/e186d21f8c7946a19faed23c3da2f0da/8bfec28a290449a7b10eb1fee3a0e264/files/programs-studies/area-studies/SWAS-Report_20190701-Compiled-with-Minutes-09-2019-FINAL.pdf), on pages 9-15. Please note that emails were sent to media outlets multiple times during the study, but no stories were published that we are aware of.

Also, in case it is helpful, attached is a copy of the CAMPO Public Participation Plan that was in effect when the SWAS Update occurred. Also attached are a copy of the Facebook posts that were programmed for the Study, and the second is the flyer for the second Workshop. Finally, I have attached a screenshot sampling of social media posts throughout the study. Finally, I have attached a screenshot sampling of social media posts throughout the study.

The recommendations for this hot spot study (and the overall SWAS planning study) were presented to the Core Technical Team CTT and Stakeholder Oversight Team on April 10, 2019, the Holly Springs Town Council on July 16, 2019; and to the CAMPO Executive Board (for a public hearing and adoption) on August 21, 2019. The listing of meetings associated with the Southwest Area Study leading up to the CAMPO Executive Board adoption are listed below:

Local Boards / Council presentations -July/August 2019

- Harnett County BoC-July 15
- Holly Springs Town Council -July 16
- Apex Town Council -July 16
- Fuquay-Varina BoC-August 5
- Angier BoC-August 6
- Wake County BoC-August 7
- Fuquay-Varina Planning Board -August 19
- CAMPO Executive Board -August 21 -ENDORSED



Please review the materials as provided; and contact either me or Mr. Chris Lukasina, CAMPO's Executive Director, should you have any additional questions.

Sincerely,

Kenneth Withrow
Senior Transportation Planner, Capital Area MPO

Attachments:

LOS Summary table
Hot Spot - Hot Spot Preliminary Results
Piney Grove Wilbon and Wade Nash Honeycutt SIDRA Results
Wake Piney Grove Wilbon at Wade Nash Crash Analysis
Wake Piney Grove Wilbon at Honeycutt Crash Analysis
Holly Springs_SWAS_Roadway Project Spreadsheet 28mar2019
TRM_Forecast_2045-PineyGroveWilbon_WadeNash_Honeycutt_map
CAMPO_Public_Participation_Plan_20160420_Adopted_Update
Facebook Posts Thru SWAS 2018 Phase 2 Stakeholder Engagement
Public Workshop 2 - INVITATION FLYER - Workshop 2
Social Media Posts

cc: Chris Hills, Development Services Director
Elizabeth Goodson, Land Development Division Manager