



Agenda

Call to Order

Agenda Adjustment

Approval of Minutes

1. Approve Minutes of February 4, 2025 Land Use Advisory Committee meeting

Requests and Communications

1. 1100 Piney Grove Wilbon Rezoning

Other Business

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:

kathryn.white@hollyspringsnc.gov 919-567-4033



Town of Holly Springs Land Use Advisory Committee

Agenda Cover Sheet

Agenda Item#: 1.

Approval of Minutes

Title: Approve Minutes of February 4, 2025 Land Use Advisory Committee meeting

Strategic Priority Area:

Staff Resource:

Action(s):

Explanation:

Background:

Funding Source(s):

Attachment(s):

1. February 4, 2025 LUAC Minutes - DRAFT



Town of Holly Springs Land Use Advisory Committee

Minutes: *February 4, 2025*

Agenda Item 1: ROLL CALL

The Land Use Advisory Committee (LUAC) met on Tuesday, February 4, 2025 in the Holleman Room at 3:00 p.m. when a quorum was established.

Members Present: Scott Chase
Chris Hills
LeeAnn Plumer
Rachel Jones
Irena Krstanovic
Chris Deshazor, Council member
Josh Prizer

Members Absent: Roger Bess, Planning Board Representative
Dan Berry, Mayor Pro Tem
Randy Harrington
Daniel Weeks

Staff Members

Present: Brett Gosney
Elliot Blonshine
Elizabeth Goodson
Chris Ritter-Garcia
Catherine Jacobs
Cheryl Caines
Sarah Lipkin Sularz
Sean Ryan
Julie Nicewinter (recording the minutes)

Agenda Item 2: AGENDA ADJUSTMENT

None

Agenda Item 3: APPROVAL OF MINUTES

Motion to approve minutes of October 1, 2024 as submitted.

Motion: Council member Deshazor
Second: Mr. Prizer
Vote: Unanimous

Agenda Item 4: REQUESTS AND COMMUNICATIONS

a. Mira Ridge – 3020 Avent Ferry Rd

In attendance for this item was: Charles Walker – Entitlement Preservation Group
Greg Elkins – Priest Craven & Associates
Tommy Craven – Priest Craven & Associates

Mr. Walker has requested to meet with the LUAC to discuss a rezoning application for a development at 0 and 3020 Avent Ferry Road. The applicant is proposing to rezone a 21.6 acre site from RR Rural Residential to SR-CD Suburban Residential Conditional District Conservation Neighborhood. The development will be all single-family homes at a maximum of 3.3 units an acre.

The applicant submitted an application for an Option 1 Conditional Zoning District (CD) on 11/8/24. The Option 1 DC process allows the rezoning and Major Subdivision Plan to be considered concurrently. The application has been reviewed once by staff prior to the application for LUAC.

Brett Gosney, Development Services, began the staff presentation by giving an overview of the project, as stated in the Agenda Packet.

Elliot Blonshine continued the staff presentation giving an overview of the public utilities and transportation plan as stated in the Agenda Packet.

Mr. Gosney reviewed the staff analysis.

Mr. Walker began the applicant statement, explaining that the density is 2.8 units per acre. Mr. Walker stated that the project is designed for a conservation subdivision, which accounts for the density difference with the surrounding subdivisions such as Lochridge.

Using the demands of the conservation subdivision, the site has been designed thusly. This housing is not yet available in Holly Springs and is being designed per Town requests.

The applicant has held three (3) neighborhood meetings with neighboring Lochridge Subdivision. The comments from those meetings have been generally supportive.

The applicant stated they have developed a similar neighborhood off of Glenwood Avenue in Raleigh.

The current topography of this property has a ridge from N to S, and Avent Ferry cuts that ridge in half. There are minor drainage issues which the applicant plans to catch stormwater towards Lochridge into Mira's system to treat it.

The applicant plans to have 40% open space. Dog park and a private greenway. This is a new home style not currently available in this area at a variety of affordable price points. This opens up

a price point and housing style available to this corridor. Unique housing style not available in Holly Springs.

Mr. Craven explained the existing topography is challenging. The ridge line falls away to both north and south. There are streams just off the property at both N and S and the further you go from Avent Ferry, the steeper it gets.

The stormwater ponds are bigger than they need to be and as plans are refined and design progresses, the applicant hopes to reduce SCMs. They started as Wet Pond devices and changed them wetlands which require bigger footprint and landscaping.

Mr. Walker spoke about the architecture and plan for a minimum of 2100sf homes. Reiterating this is a single-family subdivision.

Mr. Craven explained that the garages help deal with the grade across the site. The plan is to create walk out garages and two stories of living spaces above.

Chris Hills opened the floor for questions/feedback.

Mr. Chase asked if there is an opportunity to include an additional roundabout across Avent Ferry Rd for traffic calming.

Mr. Chase pointed out that it would make sense to have the SCMs in a conservation subdivision be smaller to take a decentralized approach.

Mr. Hills asked if the SCMs be made into an amenity for the residents.

Mr. Walker says they are committed, but challenged by topography.

Mr. Craven advised that DOT may allow a crossing around the island to use island as a pedestrian refuge.

Mr. Ryan commented that the design is good but the site may not be right for that kind of development. Mr. Ryan is concerned that we are not seeing the preservation to meet the spirit of what the preservation was intended.

Ms. Goodson stated concerns about the lack of pedestrian connectivity between subdivisions or crossing Avent Ferry Rd.

Mr. Walker mentions that they take advantage of things that not only enhance the project but solve problems. The entire boundary between this project and Lochridge topography (neighbors have a lot of water in their back yards). The applicant listened to neighborhood feedback and took that into account in the design.

Ms. Krstanovic adds that she loves housing diversity aspect and more demographics moving to the area. Likes the walkability and greenways. Agrees with Ms. Goodson that she often hears a desire of people to extend walkability or connectivity of a neighborhood center.

Ms. Jones reminded the applicant to start working with NCDOT early in the process.

Ms. Caines pointed out the park design in the neighboring Ragan Tract and the Jones Property. There is a sidepath along Avent Ferry; thinking about open spaces and green way connectivity.

Ms. Plumer pointed out the crossing from greenway to sidewalk and asked the applicant to ensure it is not at an intersection.

Mr. Prizer asked about the neighborhood meetings with Lochridge.

Mr. Walker stated all of the meetings were virtual and they had 20-30 people at each meeting. Membership fluctuated and approximately fifty percent of participants at each meeting may have been new. The general feedback was positive once they saw the design. A preliminary layout was provided to meeting attendees and the applicant talked about stormwater and street parking. The surrounding neighborhoods were fairly supportive.

Mr. Prizer asked what the rationale for a roundabout.

Mr. Walker stated the connecting neighborhood did not like the idea of a straight shot connecting neighborhood. The street layout was odd so the applicant used a roundabout to calm traffic.

Mr. Prizer asked if the applicant were to scrap this design and slice it down, would it be profitable?

Mr. Walker responded no, there is no way to replicate the neighboring subdivision due to topography.

Council member Deshazor stated he likes the roundabout and that traffic calming is huge. CM Deshazor asked if the open space is useable.

Mr. Walker responded yes, open space is useable.

CM Deshazor asked about the garages and how many parking spaces per house would be available.

Mr. Walker stated there would be two spaces per house available.

CM Deshazor asked what happens when a home has 3 cars.

Mr. Walker stated there would be a 2 car garage at an alley, or near an alley. Mix and match parking pads to go over and above 2 spaces.

CM Deshazor asked if there is a neighborhood center.

Mr. Walker responded that we are not at that point of the design process. We are open to do more defined amenities in the open spaces. We are concentrating on UDO regulations and incorporating feedback from today's meeting.

CM Deshazor stated that people love the ability to have places kids can play. Dog parks we are over rotated and he would rather see a people/kid park.

Mr. Walker received the feedback and said they would designate open spaces as open lawn play areas.

Mr. Hills concluded staff comments and presented a summary of the conversation:

Great parcel, logical growth area for Town of Holly Springs

Consider traffic calming on Avent Ferry Rd.

Pocket parks

Character design element requirements not being met on Avent Ferry Rd frontage and Lochridge.

Preserve the intent and spirit of conservation subdivision and preserve more land.

Open space does preserve land

Pedestrian connectivity to look at great area to connect dots

Greenway design - crossing point in a safe place

Coordinate with NCDOT as early as possible

Appreciation for housing diversity; submit elevations

Do all you can to have a substantial buffer for Lochridge Subdivision

Reduce traffic; appreciate the roundabout for traffic calming

Much of open space is not useable

People parks are important

Recognize this density is not similar to surroundings and address that

Make sure there is a design consideration that the average car count is higher than average – no place for people to park.

Mr. Walker stated they are scheduled to resubmit the plan on February 7, 2025. Not all issues will be fixed, but want to keep moving forward.

Agenda Item 5: OTHER BUSINESS

None

Chris Hills stated there was no other business to be discussed and asked for a motion to adjourn.

Agenda Item 6: ADJOURNMENT

The meeting adjourned at 4:19pm

Motion: CM Deshazor

Second: Scott Chase

Julie Nicewinter

LUAC Clerk



Town of Holly Springs Land Use Advisory Committee

Agenda Cover Sheet

Agenda Item#: 1.

Requests and Communications

Title: 1100 Piney Grove Wilbon Rezoning

Strategic Priority Area: Growth Management & Economic Vitality

Vibrant Community

Staff Resource: Brett Gosney, Development Services, Elliot Blonshine, Development Services

Action(s):

- No official action by the Land Use Advisory Committee (LUAC) will be taken other than providing verbal feedback on the proposed Rezoning of the subject property at 1100 Piney Grove Wilbon Rd.

Explanation:

- Andrew Gaittens of Shenandoah Homes, LLC has requested to meet with the LUAC to discuss a rezoning application for a development at 1100 Piney Grove Wilbon Rd.
- The applicant is proposing to rezone a 36.01 acre site from RR Rural Residential to NMX-CD Neighborhood Mixed Use Conditional District. The development will include a mix of detached, attached, and apartment dwellings while also including a commercial portion at the corner of Honeycutt Rd. and Piney Grove Wilbon Rd.
- The applicant submitted an application for a rezoning on 8/4/2022 and is not subject to the Water Resource Management Policy as this went into effect in July of 2023.
- This application has been through several rounds of review and was ready to move to Planning Board; however, the current site plan is a significant change from the previously reviewed site plan. Additionally, this project previously went to the Land Use Advisory Committee meeting on 11/7/2023 (along with several other projects) to discuss the potential realignment of Honeycutt Rd. and Wade Nash Rd. intersection.

Background:

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

Funding Source(s):

N/A

Attachment(s):

1. 1100PGW_LUACStaffReport_030425
2. 1100PGW_LUACApplication
3. 1100PGW_Planset



Land Use Advisory Committee

Subject Title: 1100 Piney Grove Wilbon Rezoning
Meeting Date: March 4, 2025
Presenter: Brett Gosney, Elliot Blonshine, Development Services
Attachments: LUAC Application, Concept Plan

Topic Highlights/Summary

Andrew Gaittens, with Shenandoah Homes, LLC, has requested to meet with the Land Use Advisory Committee to discuss a potential mixed-use development at the corner of Piney Grove Wilbon and Honeycutt Rd. A total of 44 detached dwellings, 76 attached dwellings, 36 apartment dwellings, and approximately 60,000 sf of commercial space are being proposed on the site. The applicant has provided a concept plan with the request.

Staff Note: The applicant submitted an application for a rezoning on 8/4/2022 and is not subject to the Water Resource Management Policy as this went into effect in July of 2023. This application has been through several rounds of review and were at a point to move on to Planning Board review; however, the applicant paused the process and revised the proposal. The current site plan is a significant change from the previously reviewed site plan such as redesign of the commercial area and relocation of the attached dwellings and apartments on the site. Additionally, this project previous went to the Land Use Advisory Committee meeting on 11/7/2023 (along with several other projects) to discuss the potential realignment of Honeycutt Rd. and Wade Nash Rd. intersection.

Future Land Use Designations: Mixed Residential Neighborhood & Neighborhood Center

Proposed Future Land Use Designations: Mixed Residential Neighborhood & Neighborhood Center

Current Zoning: RR - Rural Residential

Proposed Zoning: NMX-CD Neighborhood Mixed Use Conditional District

LUAC Discussion

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

Points of discussion:

- Is the proposed use consistent with the goals of the Vision Holly Springs Comprehensive Plan?
- Does the LUAC support the proposed mix of uses and zoning district, with the suggested conditions, at this location?
- Would LUAC support the proposed use and zoning district under separate conditions?

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

- We are looking to discuss the change in land use from the previous master plan layout of this site to what we are proposing now. Changes include adjustments to the quantity of proposed townhomes, single family homes, and apartments, addition of a

grocery store, and adjustments to the commercial buildings. Additionally, the layout has been updated to propose a new roadway layout, greenway connections, and open space layout.

- We would like for this to be an open-ended collaborative conversation to come up with solutions that work for both the Town and ourselves. Any constructive feedback is greatly appreciated as we are updating this site layout for rezoning.

Project Location Map



Staff Analysis of Proposed Concept

Comprehensive Plan Analysis

The proposed project has two separate Character Area Designations of Mixed Residential Neighborhood and Neighborhood Center.

Mixed Residential Neighborhood

The portion of the proposed project that is designated as Mixed Residential Neighborhood incorporates some of the key themes from the Comprehensive Plan for this designation:

- Building types are primarily residential and may include single dwelling detached homes, single dwelling attached, multi-dwelling, and accessory dwelling units.
- Very walkable, with sidewalks, bike facilities, paths and trails providing pedestrian connectivity.
- Development should be sensitive to existing natural resources including large tree stands and drainage-ways.

Neighborhood Center

The portion of the proposed project that is designated as Neighborhood Center incorporates some of the key themes from the Comprehensive Plan for this Designation:

- Sidewalks and bike facilities provide links to adjacent neighborhoods.
- Building types are primarily commercial on the ground floor but may include residential or office uses on upper floors or at the edge of the commercial center.

The portion of the project that is designated as Neighborhood Center does not incorporate the following goals of this district:

- Front setbacks should be minimal, with storefronts pulled up to the street to enhance walkability.
- Lots are primarily rear-loaded to maximize walkability and reduce the emphasis on automobiles.
- Lot width and depth is variable but should be scaled so as to be compatible with adjacent development.
- Circulation should be provided internally to minimize traffic impact on adjacent neighborhoods.
- A variety of public open spaces throughout a walkable, activated environment (greens, square, plazas, and gardens) like the concepts below.



The submitted concept plan for a Neighborhood Mixed Use Conditional Zoning District appears to meet several of the Characteristics from both the Mixed Residential Neighborhood and Neighborhood Center designations, including sidewalk connections throughout the development, mix of residential uses, and the inclusion of commercial elements. The proposed concept plan lacks, however, the minimal front setbacks in the commercial portion, does not reduce the emphasis on automobiles with primarily car-oriented businesses, and does not provide all of the connections to the adjacent existing neighborhoods.

Zoning Analysis

The applicant is requesting consideration of rezoning to Neighborhood Mixed Use Conditional District (NMX-CD) which is a district that may have compatibility with the Mixed Residential Neighborhood and Neighborhood Center Character Area.

The Neighborhood Mixed Use (NMX) zoning district allows for both residential and commercial uses. This district encourages the creation of:

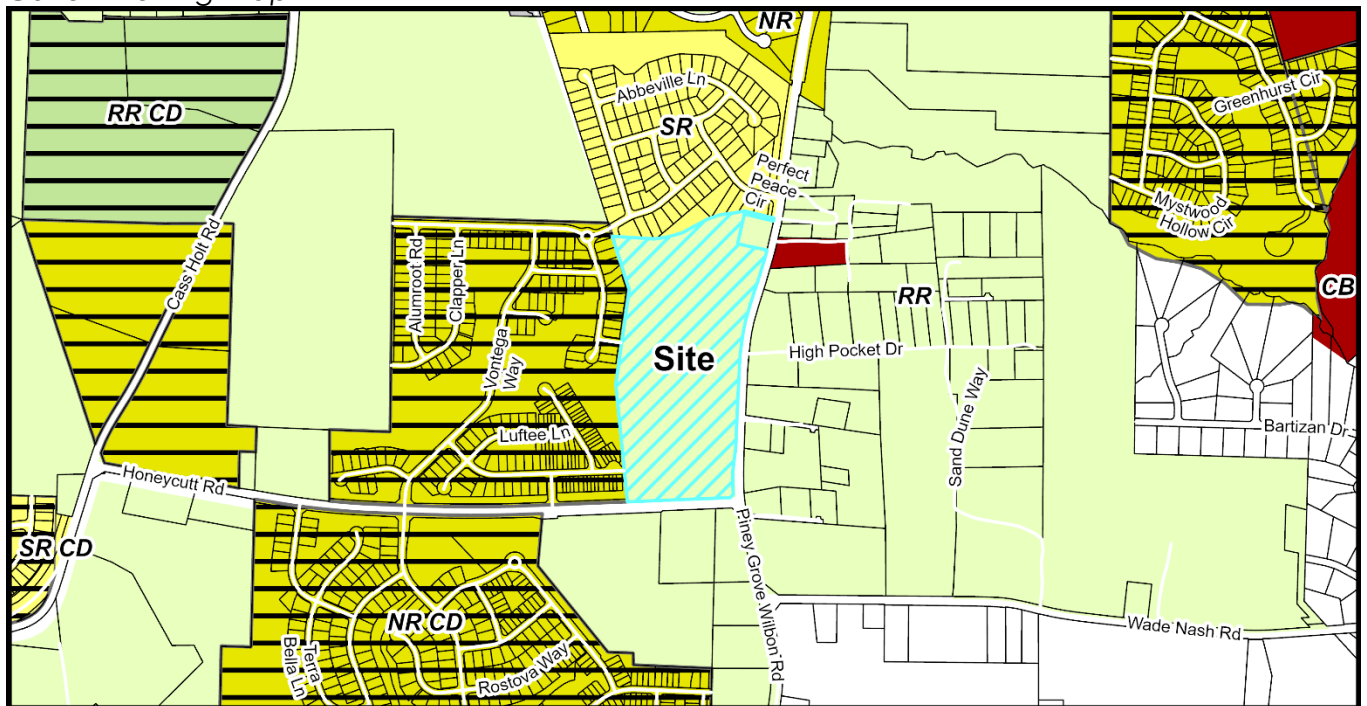
- Pedestrian-friendly environment for the provision of a full range of convenience goods and services.
- Operations should be low-intensity, unobtrusive, and at a scale and design compatible with nearby residential development.

The NMX base district development standards allow for up to 8 units per acre by right, and a minimum building height of 20ft with a maximum height of 45ft. Apartments are permitted as upper story dwellings by right with alternate locations and configurations permitted with a Conditional Zoning District. In addition, with a Conditional Zoning District, applicants can propose flexible development standards such as different building setbacks or architectural standards. Residential densities may be higher through the Conditional District rezoning process.

The proposed rezoning from RR Rural Residential to NMX Neighborhood Mixed Use Conditional District is potentially consistent with the Character Area Designations, however, there are concerns regarding the current design of the site. These concerns include:

- the lack of transition from the existing residential uses in Honeycutt Farm subdivision to the west and the proposed commercial area
- the inclusion of auto oriented commercial uses that are incompatible with promoting a pedestrian friendly environment
- the lack of connections to the existing street stubs

Current Zoning Map

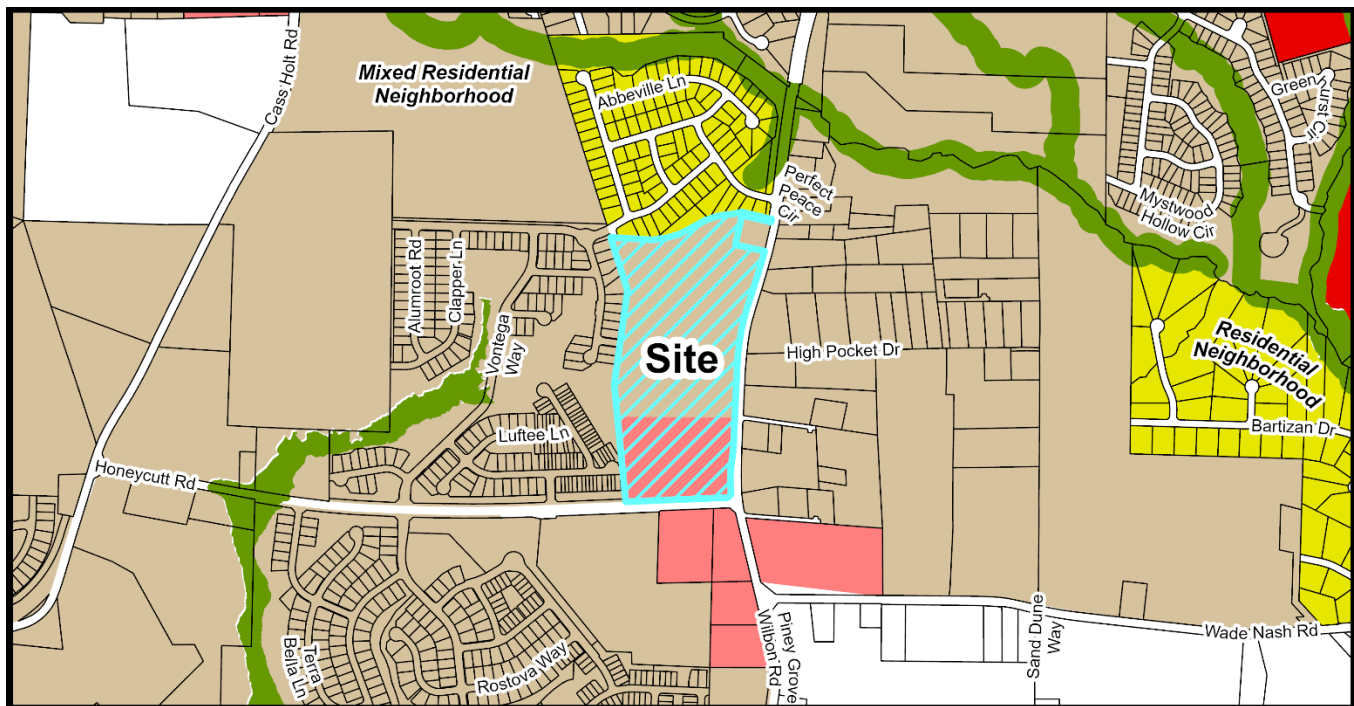


Background Information

Comprehensive Plan Section 1: Land Use & Character:

The Future Land Use Map designates the project area as Mixed Residential Neighborhood & Neighborhood Center.

Current Future Land Use Map



Mixed Residential Neighborhood

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

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

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

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

Street & Block Patterns

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

Open Space & Natural Resources

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

Lot Size & Building Placement

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

Building Types & Massing

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

Transportation Network

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

Neighborhood Center

Small scale, Neighborhood Centers provide goods and services to surrounding neighborhoods. Their proximity to neighborhoods requires that operations be low-intensity, unobtrusive, and at a scale and design compatible with nearby residential development. The design of Neighborhood Centers transitions effectively between residential and nonresidential uses, and includes safe and convenient pedestrian and bicycle access for nearby residents. While this is primarily a commercial category, some Neighborhood Centers may include upper story residential or office. Sites also effectively minimize the impact of cut through traffic

on nearby neighborhood streets by orienting vehicle access and circulation away from adjacent neighborhoods.

Street & Block Patterns

- Blocks are small to medium, and typically in an interconnected grid pattern.
- Lots are primarily rear-loaded to maximize walkability and reduce the emphasis on automobiles.
- Parking is located in and accessed from the rear.
- Paved surface lots have shared parking agreements.
- Formal on-street parking is provided throughout the Neighborhood Center.

Open Spaces & Natural Resources

- These areas include a variety of shared public open spaces throughout a walkable, activated environment. These centers may include formal and informal open spaces such as greens, squares, plazas, and community gardens.
- Due to their small scale and location, Neighborhood Centers are often developed in a manner that does not allow significant protection of topography or natural landscape features, and may require significant grading, tree clearing, retaining walls, or stormwater management features.
- There may be opportunities to use the natural hydrology of the site for stormwater control.
- Low-impact landscape design techniques and sustainable stormwater practices should be incorporated.
- Green roof elements and/or rooftop gardens are encouraged.
- Specimen tree preservation is encouraged.

Lot Size & Building Placement

- Lot width and depth is variable, but should be scaled so as to be compatible with adjacent development.
- Front setbacks should be minimal, with storefronts pulled up to the street to enhance walkability.

Building Types & Massing

- Building types are primarily commercial on the ground floor, but may include residential or office uses on upper floors or at the edge of the commercial center.
- Buildings may be up to 3 stories in height.

Transportation Network

- Multi-modal, somewhat urban character with curbs and formal planting arrangements.
- Grid street patterns with high connectivity for all modes of transportation.
- Sidewalks and bike facilities provide links to adjacent neighborhoods.
- Circulation should be provided internally to minimize traffic impact on adjacent neighborhoods.

Comprehensive Plan Section 2: Comprehensive Transportation Plan (CTP)

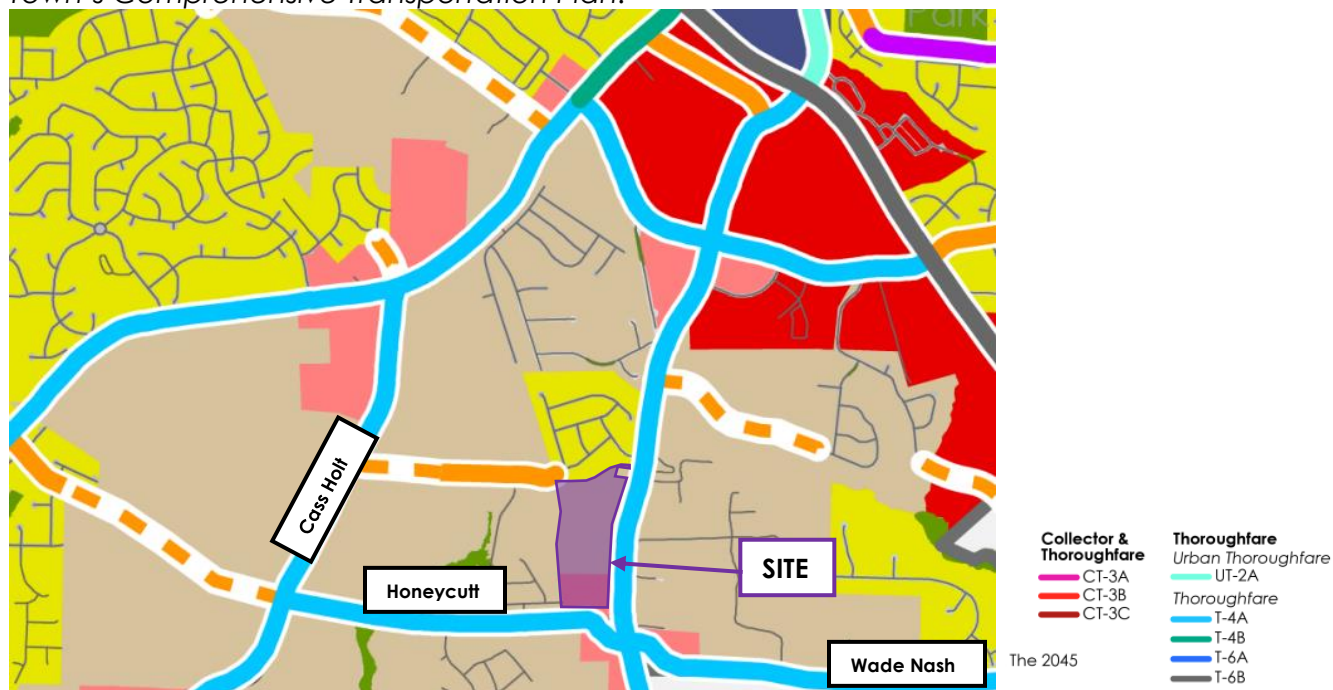
The site is on the northwest corner of Honeycutt Road and Piney Grove Wilbon Road. Per the Town's Comprehensive Transportation Plan, Honeycutt Road and Piney Grove Wilbon Road are planned to be four-lane median divided thoroughfares (T-4A) with curb and gutter and sidewalks on each side. The development required to widen each road across the property frontages to meet ½ of the ultimate cross section.

This project is also required to connect to any existing vehicular stubs on adjacent parcels. This project proposes connections to the existing stubs along the western boundary at Kephart

Way and Duck Drive. Although there is another vehicular stub off Cabot Drive located in the northwest corner of this project, staff is concerned a road connection at this location may cause additional points of conflict along Cabot Dr due to the proximity of the roundabout. In lieu of a vehicular connection, staff is supportive of the pedestrian connection in this area.

This project is showing private drives through the southern portion of the site. Staff has concerns with this network and would encourage a public road extension through this portion of the site, similar to what was shown in previous submittals.

Town's Comprehensive Transportation Plan:



Traffic Study:

A Traffic Study is required with the proposed Rezoning to analyze the impact of the development on the Town's and NCDOT's transportation facilities and determine any recommended improvements necessary to mitigate that impact. All improvements identified during the Traffic Study review process are required to be designed and constructed with this development.

Comprehensive Plan Section 5: Utilities & Infrastructure

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

Sanitary Sewer:

This project is adjacent to the Honeycutt Subdivision and will be required to extend gravity sewer to the proposed development as well as stub to all upstream adjacent properties.

A Downstream Sewer Evaluation and Pump Station Capacity Report is required with the proposed Rezoning to analyze the impact of the development on the Town's sewer infrastructure and facilities and recommend improvements required to mitigate the project impact. This project is proposing to convey wastewater via gravity to the Honeycutt Pump Station. All improvements identified during the Sewer Study review process are required to be designed and constructed by the developer.

This development will not be subject to the Town's Water Resource Management Policy as the first rezoning submittal was prior to the effective date of the policy (July 1, 2023).

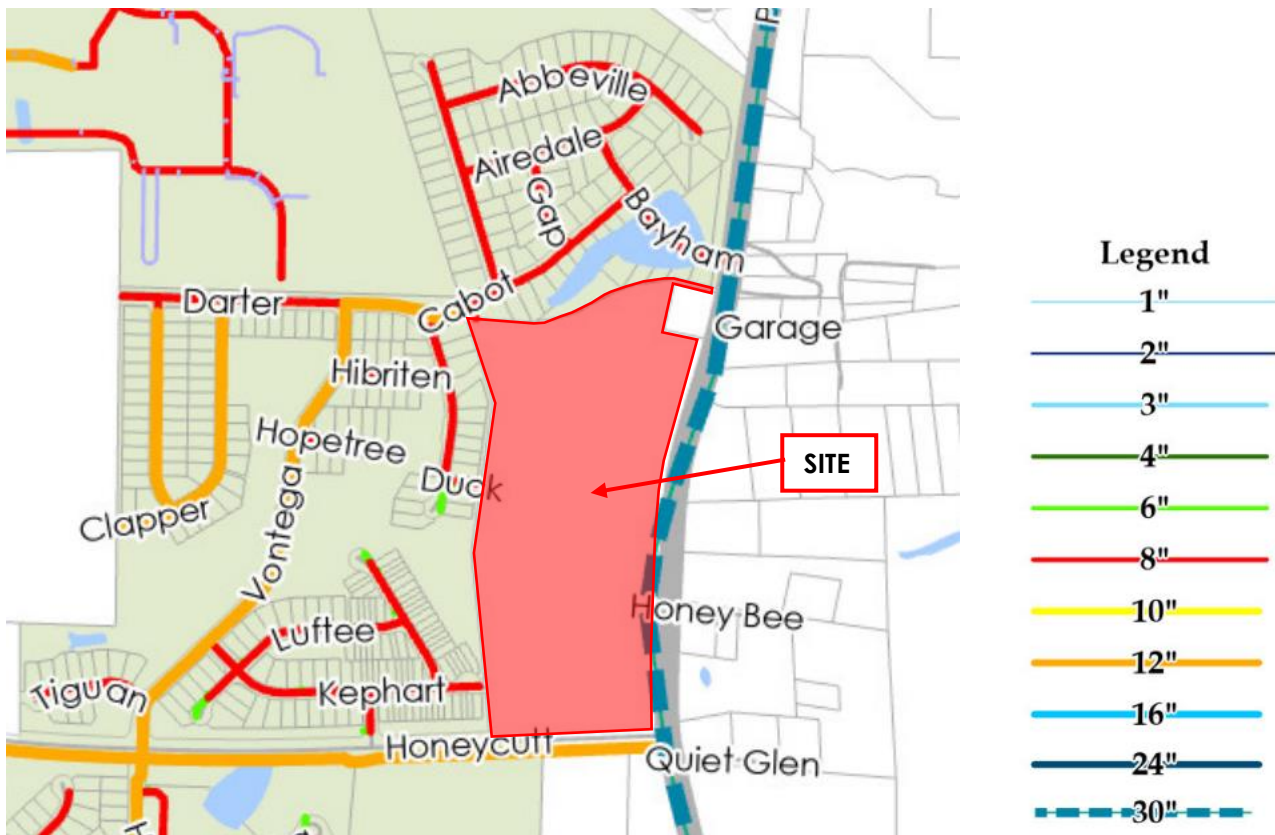
Town's Approved Sanitary Sewer Map:



Potable Water:

There is a 12" water main along the Honeycutt Road frontage and a 30" water main along the Piney Grove Wilbon frontage. There are 8" stubs on the stub streets to the west. This development will be required to extend water main throughout the proposed development. Waterline stubs to adjacent properties are required by the UDO. A Fire Flow Analysis is required to be submitted with the Major Subdivision Plan to verify that adequate pressure is available.

Town's Approved Potable Water Map



Motion/Action Requested

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

Agenda Item Contact Information				
Agenda item prepared by:				
Agenda Item Department Head Approval for Review and TRC Discussion				
	Approved for Distribution			
Staff	Yes	No	Initials	Department Head Comments
Brett Gosney	X			
Elliot Blonshine	X			

For Department Use Only:
LUAC Discussion/Action

LAND USE ADVISORY COMMITTEE Request & Communication Application

DPM Appendix #A.19 Supplement 20 January 2023

LUAC MEETING REQUEST	
LUAC Meeting Date Requested:	3/4/2025
<i>Note: A maximum of two items shall be scheduled per LUAC meeting agenda in the order that they are received, your request will be placed on the closest meeting date to the date requested.</i>	
DISCUSSION TOPICS	
What specific topics or questions are you seeking feedback from the LUAC? (attach additional sheets if needed)	
- We are looking to discuss the change in land use from the previous master plan layout of this site to what we are proposing now. Changes include: Adjustments to the quantity of proposed townhomes, single family homes, and apartments, addition of a grocery store, and adjustments to the commercial buildings. Additionally, the layout has been updated to propose a new roadway layout, greenway connections, and open space layout. - We would like for this to be an open ended collaborative conversation to come up with solutions that work for both the Town and ourselves. Any constructive feedback is greatly appreciated as we are updating this site layout for rezoning.	



SHENANDOAH HOMES

February 7th, 2025

PINEY GROVE WILBON—OVERVIEW

The Piney Grove Wilbon property is located at the intersection of Honeycutt Road and Piney Grove Wilbon Road in the Town of Holly Springs, NC. The proposed development will have quality built single-family attached and detached housing as well as multi-family housing designed to allow for a walkable experience between the residential and commercial areas of the neighborhood.

The development is designed with the intent to achieve the overall goal of creating a quality development to enhance the surrounding location. This development accomplishes this by: including a high level of sophistication in a manner that accentuates the individual uses while weaving an overall blended fabric that speaks to the project's amenities and architecture, utilizing high quality materials to construct the buildings, architectural features, fixtures, hardscape, and landscaping, designing each building to meet the proposed requirements and ensure they blend into the overall development, ensuring compatibility with the surrounding area while incorporating the existing natural features as well as an existing historical building located on the property.

You may have seen the previously submitted master plans for this development. Since the last update, Shenandoah Homes has experienced a complete turnover in the engineering department and is making design update considerations for the site layout and proposed land uses. Layout and land use details can be seen in the updated Master Plans included with this application.

PINEY GROVE WILBON—PROPOSED LAND USES

We envision a variety of land uses for this project. This area has a future land use of mixed residential neighborhood & neighborhood center, so we are proposing the following land uses to align with the future land use designation:

- Mixed Residential Neighborhood
 - ◆ Single Family Residential Detached—44 units
 - ◆ Single Family Residential Attached—76 units
- Neighborhood Center
 - ◆ Apartments—36 units
 - ◆ Grocery Store
 - ◆ Daycare
 - ◆ 2 commercial buildings for uses such as: restaurants, professional services, retail, etc.

Sincerely,

Andrew Gaittens, PE

Civil Engineer

C: 615-779-1881

E: Andrew@shenandoahhomes.us

MASTER PLAN

1100 PINEY GROVE WILBON

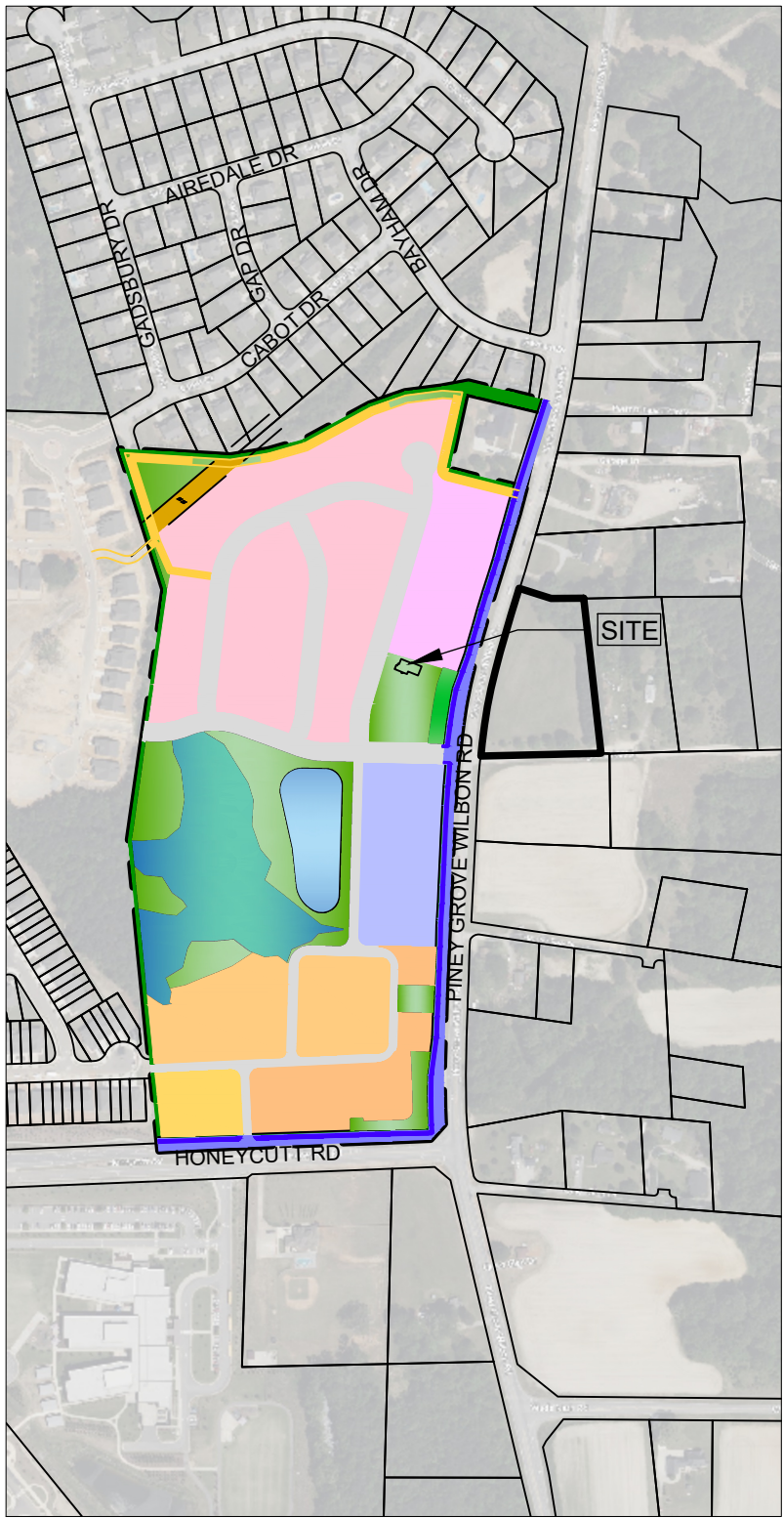
TOWN OF HOLLY SPRINGS, WAKE COUNTY, NC

22-REZ-09/ PLRZ202200223

DATE: FEBRUARY 26TH, 2025

SHEET INDEX	
SHEET NUMBER	SHEET TITLE
C-0.0	COVER
1 OF 2	EXISTING CONDITIONS-1
2 OF 2	EXISTING CONDITIONS-2
C-1.0	ZONING PLAN
C-2.0	TRANSPORTATION & MOBILITY PLAN
C-3.0	UTILITY PLAN
C-4.0	OPEN SPACE PRESERVATION & LANDSCAPE PLAN
C-5.0	LOT TYPICALS

SITE DATA	
PROJECT NAME	PINEY GROVE WILBON
ADDRESS	1100 PINEY GROVE WILBON RD
OWNER	PINEY GROVE WILBON LLC
DEVELOPER	SHENANDOAH HOMES, LLC
PIN	0648-61-7643
REAL ESTATE ID	0089605
WATERSHED	HARRIS LAKE
CURRENT ZONING	RR
PROPOSED ZONING	NMX-CD
CURRENT LAND USE	SINGLE FAMILY RESIDENTIAL
PROPOSED LAND USE	MIXED RESIDENTIAL NEIGHBORHOOD & NEIGHBORHOOD CENTER
SITE AREA	36.01 AC
WETLANDS	3.77 AC
MAXIMUM BUILDING HEIGHT	45' (3 STORIES)
TYPE OF PERIMETER BUFFER	
NORTH	TYPE-B-10'
SOUTH	TYPE-A-5'
EAST	TYPE-A-5'
WEST	TYPE-B-10'
OPEN SPACE AREA	MINIMUM = 4.32 AC (12%); PROVIDED = +/-10.46
TREE PRESERVATION AREA	MINIMUM = 3.60 AC (10%); PROVIDED = +/-5.06
URBAN CIVIC SPACE AREA	MINIMUM = 0.18 AC (0.5%); PROVIDED = +/-0.18
FLEXIBLE SPACE AREA	MINIMUM = 0.54 AC (1.5%); PROVIDED = +/-3.96



VICINITY MAP
1"=500'



NOTE:
THIS PLAN IS CONCEPTUAL AND SOME CHANGES MAY OCCUR DURING SUBDIVISION PLAN.

- GENERAL NOTES:
- SIDEWALKS, GREENWAY MULTI-USE PATHS, AND PEDESTRIAN CONNECTIONS SHOWN ON THIS PLAN ARE APPROXIMATE. AT THE TIME OF DEVELOPMENT PLAN REVIEW, THE LOCATION AND DESIGN OF SUCH FEATURES SHALL COMPLY WITH THE APPLICABLE STANDARDS OF THE HOLLY SPRINGS UDO AND OTHER APPLICABLE LAWS, STANDARDS, POLICIES AND GUIDELINES.
 - EXCEPT AS OTHERWISE DESCRIBED OR PERMITTED IN THIS MASTERPLAN, DEVELOPMENT ON THIS SITE SHALL COMPLY WITH ALL THE REQUIREMENTS OF THE TOWN OF HOLLYSPRINGS UDO, ALL OF WHICH CONSTITUTE THE ZONING REGULATIONS FOR THE APPROVED DISTRICT AND ARE BINDING ON THE PROPERTY.
 - CHANGES TO THE USE/INTENSITY AND PROPOSED USES REQUIRE A REZONING.
 - BOUNDARY SHOWN PER SURVEY BY BOHLER COMPANY.
 - THE LOCATION OF ACCESS POINTS AND INTERNAL STREETS SHOWN ON THE MASTER PLAN ARE ILLUSTRATIVE, WITH FINAL LOCATIONS TO BE DETERMINED AT THE TIME OF DEVELOPMENT PLAN



PREPARED BY

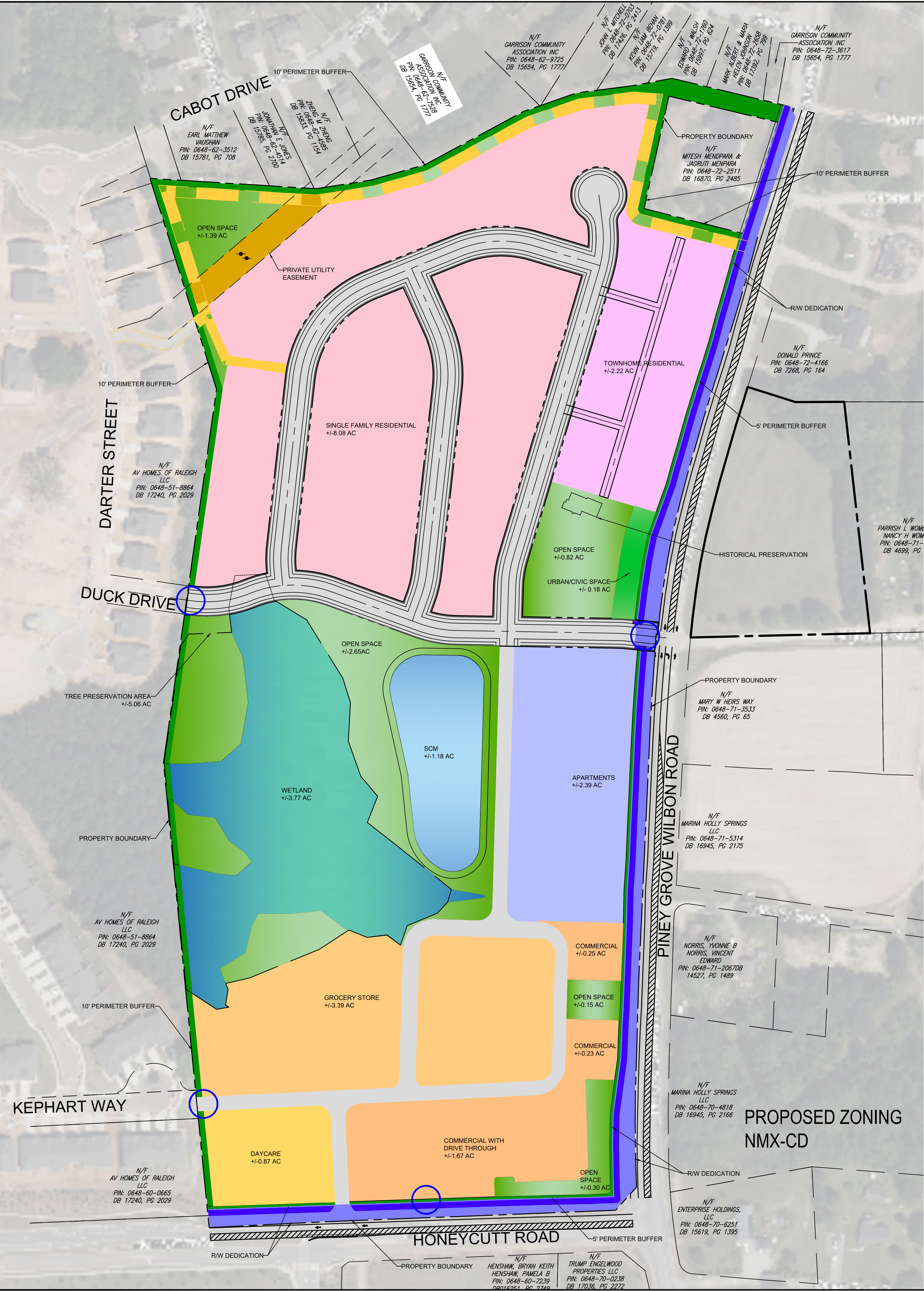


SHENANDOAH
HOMES



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LEGEND

- PROPOSED ACCESS
- MIXED RESIDENTIAL USE - SINGLE FAMILY UNITS - FRONT LOADED
- MIXED RESIDENTIAL USE - TOWNHOMES - REAR LOADED
- APARTMENTS
- COMMERCIAL USE - GROCERY STORE
- COMMERCIAL USE - DAYCARE
- COMMERCIAL USE - RETAIL, PROFESSIONAL SERVICES, RESTAURANT
- FLEXIBLE/Common OPEN SPACE/ACTIVE RECREATION
- URBAN CIVIC SPACE
- EXISTING WETLAND
- STORMWATER CONTROL MEASURE
- PROPOSED ROAD
- EXISTING UTILITY EASEMENT
- LANDSCAPE BUFFER
- ROAD WIDENING
- SIDE PATH
- PROPOSED GREENWAY
- PROPERTY BOUNDARY
- TREE PRESERVATION AREA

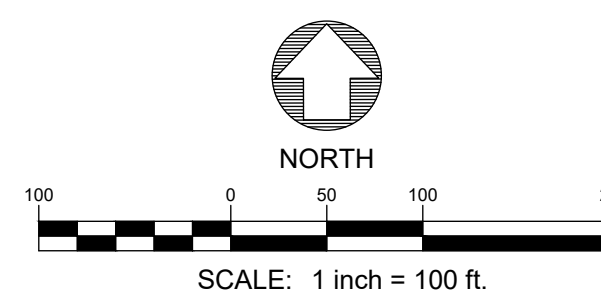
LAND USE

NAME	PROVIDED (AC)
SINGLE FAMILY	8.07
TOWNHOMES	2.22
APARTMENTS	2.39
GROCERY STORE	3.39
DAYCARE	0.87
COMMERCIAL W/ DRIVE-THRU	2.14
TREE PRESERVATION AREA	5.06
FLEXIBLE OPEN SPACE AREA	3.96
URBAN CIVIC AREA	0.18
LANDSCAPE BUFFER AREA	1.23
PUBLIC RIGHT-OF-WAY	4.01
COMMERCIAL DRIVES	1.30
SCM	1.18
TOTAL	36.01

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HOLLY SPRINGS
North Carolina



Shenandoah Homes, LLC
Residential Developer / Land Development
NCBELS Firm License #D-0428
Raleigh, NC 27612 Phone: 984-200-5540

PINEY GROVE WILBON
HOLLY SPRINGS, NC, 27540
PIN:0648-61-7643 ; REAL ESTATE ID: 0089605

ZONING PLAN

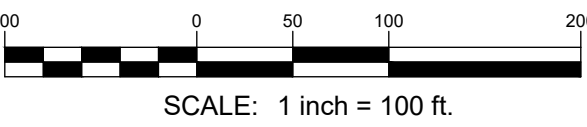
REV	DATE	DESCRIPTION	INIT

CAPITAL PROPERTIES
OF RALEIGH, LLC.
NORTH CAROLINA,
27612
919-230-8177

APPROVED: ASG	PROJECT: 21-101-00
CHECKED: ASG	SCALE: 1" = 100'
DESIGNED: ASG	RELEASE: PRELIMINARY

SHEET

C-1.0



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TRANSPORTATION AND MOBILITY PLAN

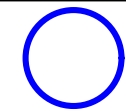
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27612
919-230-8177

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C-2.0

LEGEND



PROPOSED ACCESS

PROPOSED ROAD

LANDSCAPE BUFFER

ROAD WIDENING

SIDE PATH

PROPOSED GREENWAY

PROPERTY BOUNDARY

PUBLIC STREETS

NAME	DIMENESION	TOHS STD DETAIL
PUBLIC ROAD 1	53' RIGHT-OF-WAY	HS302
PUBLIC ROAD 2	53' RIGHT-OF-WAY	HS302
PUBLIC ROAD 3	53' RIGHT-OF-WAY	HS302
PUBLIC ROAD 4	53' RIGHT-OF-WAY	HS302

PRIVATE STREETS

NAME	DIMENESION	TOHS STD DETAIL
PRIVATE DRIVE 1	26" DRIVE AISLE	N/A
PRIVATE DRIVE 2	26" DRIVE AISLE	N/A
PRIVATE DRIVE 3	30" DRIVE AISLE	N/A
PRIVATE DRIVE 4	24" DRIVE AISLE	N/A
PRIVATE DRIVE 5	26" DRIVE AISLE	N/A

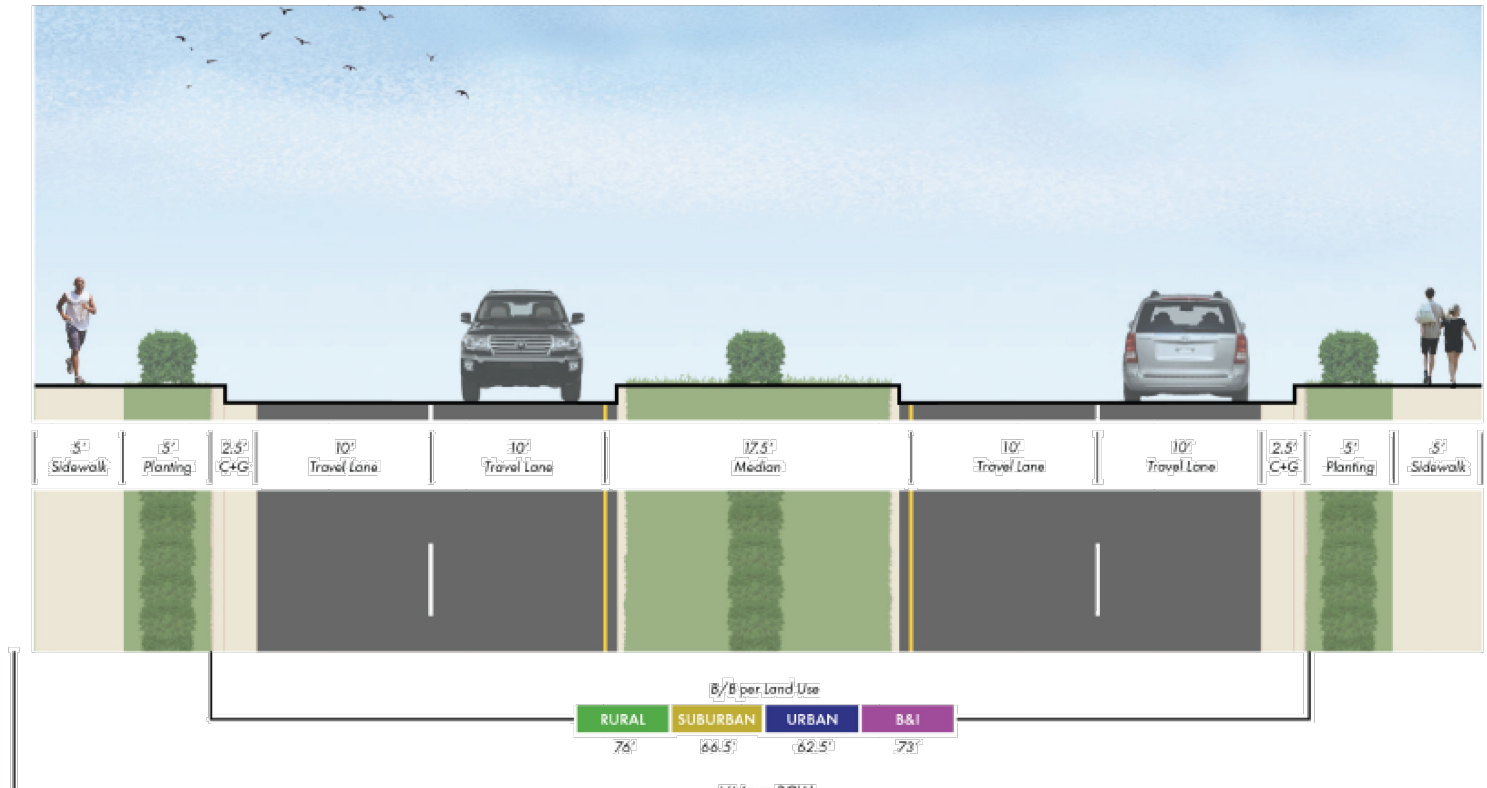
ALLEYS

NAME	DIMENESION	TOHS STD DETAIL
ALLEY 1	25' PRIVATE EASEMENT	HS311
ALLEY 2	25' PRIVATE EASEMENT	HS311
ALLEY 3	25' PRIVATE EASEMENT	HS311

T-4A

Thoroughfare | 4 Lanes

T-4A Minimum



T-4A			Land Use Character Area			
Design Elements	Element Included	Minimum Dimension	Rural	Suburban	Urban	Business/Industrial
Right-of-Way (ROW)	Yes	112'	112'	103'	103'	107'
Back of Curb to Back of Curb (B/B)	Yes	73'	76'	66.5'	62.5'	73'
Travel Lanes	4 Lanes	10'	12'	11'	10'	12'
Center Turn Lane	No	-	-	-	-	-
Median	Yes	17.5'	23'	17.5'	17.5'	20'
Curb and Gutter (C+G)	2 Sides	2.5'	2.5'	2.5'	2.5'	2.5'
Paved Shoulder	No	-	-	-	-	-
Planting	2 Sides	5'	6'	6'	8'	5'
On-Street Parking	No	-	-	-	-	-
Sidewalk	0-2 Sides*	10'	10'	10'	10'	10'
Sidewalk	0-2 Sides*	5'	5'	6'	8'	5'
Bicycle Facility	No	-	-	-	-	-

**Reference recommendations table in Appendix J for cross-section elements to be included for a given project.*

ROAD IMPROVEMENT COMMITMENTS:

- SHENANDOAH HOMES WILL COMMIT TO PROVIDING ALL REMAINING IMPROVEMENTS RECOMMENDED BY THE TRAFFIC IMPACT ANALYSIS, PROVIDED IN A SEPARATE COVER, AND DESCRIBED BELOW:
 - SHENANDOAH HOMES WILL WIDEN ONE-HALF SECTION OF PINEY GROVE-WILSON ROAD ALONG THE SITE FRONTAGE TO THIS ROADWAY'S ULTIMATE SECTION (4-LANE MEDIAN DIVIDED). SHENANDOAH HOMES WILL DEDICATE ONE-HALF OF THE REQUIRED RIGHT-OF-WAY (56') AND CONSTRUCT ONE-HALF OF THE REQUIRED ROAD SECTION ALONG THE SITE FRONTAGE.
 - SHENANDOAH HOMES WILL WIDEN ONE-HALF SECTION OF HONEYCUTT ROAD ALONG THE SITE FRONTAGE TO THIS ROADWAY'S ULTIMATE SECTION (4-LANE MEDIAN DIVIDED SHENANDOAH HOMES WILL DEDICATE ONE-HALF OF THE REQUIRED RIGHT-OF-WAY (57') AND CONSTRUCT ONE-HALF OF THE REQUIRED ROAD SECTION ALONG THE SITE FRONTAGE.
 - SHENANDOAH HOMES WILL PROVIDE ONE (1) FULL MOVEMENT DRIVEWAY ALONG PINEY GROVE-WILSON ROAD AND ONE (1) RIGHT-IN/RIGHT-OUT DRIVEWAY ALONG HONEYCUTT ROAD
 - SHENANDOAH HOMES WILL PROVIDE "DO NOT BLOCK INTERSECTION" SIGNAGE AND/OR STRIPING, AS APPROPRIATE, FOR THE PINEY GROVE WILSON ROAD NORTHBOUND APPROACH ONTWO WADEN ROAD.
 - SHENANDOAH HOMES WILL CONSTRUCT THE WESTERN LEG OF THE INTERSECTION (SITE DRIVE 1) WITH ONE INGRESS AND ONE EGRESS LANE, PROVIDE AN EXCLUSIVE NORTHBOUND LEFT-TURN LANE WITH A MINIMUM OF 100 FEET OF STORAGE PLUS APPROPRIATE DECELERATION AND TAPER LENGTH, PROVIDE STRIPING FOR A SHORT SOUTHBOUND LEFT TURN LANE, PROVIDE AN EXCLUSIVE SOUTHBOUND RIGHT-TURN LANE WITH A MINIMUM OF 100 FEET OF STORAGE PLUS APPROPRIATE DECELERATION AND TAPER LENGTH, PROVIDE STOP-CONTROL FOR THE EASTBOUND APPROACH, AND PROVIDE "DO NOT BLOCK INTERSECTION" SIGNAGE AND/OR STRIPING, AS APPROPRIATE, FOR THE SOUTHBOUND APPROACH.
 - SHENANDOAH HOMES WILL CONSTRUCT THE NORTHERN LEG OF THE INTERSECTION (SITE DRIVE 2) WITH ONE INGRESS AND ONE EGRESS LANE AND RESTRICT THE INTERSECTION TO RIGHT-IN/RIGHT-OUT MOVEMENTS, AS WELL AS PROVIDE STOP-CONTROL FOR THE SOUTHBOUND APPROACH.
- IN ADDITION TO THE IMPROVEMENTS SHOWN ON THE TRAFFIC IMPACT ANALYSIS, SHENANDOAH HOMES WILL PROVIDE THE FOLLOWING IMPROVEMENTS:
 - PINEY GROVE WILSON ROAD WIDENING IMPROVEMENTS THROUGH PARCEL NUMBER #0648-72-2511.
 - SIDEWALK IMPROVEMENTS ALONG HONEYCUTT ROAD TO PROVIDE PEDESTRIAN ACCESS FROM THE ELEMENTARY SCHOOL TO THE PINEY GROVE WILSON/HONEYCUTT ROAD INTERSECTION.
 - TO FURTHER CONTRIBUTE TO THE TOWN OF HOLLY SPRINGS LONG-TERM VISION OF PINEY GROVE WILSON ROAD, SHENANDOAH HOMES WILL PROVIDE A DONATION OF THE COST OF HOLLY SPRINGS WITH A FEE-IN-LIEU IN THE AMOUNT OF TWO HUNDRED FIFTY THOUSAND DOLLARS AND NO/1010 (\$250,000) FOR THE TOWN'S USE TOWARDS THE TRAFFIC SIGNAL UPDATES AND FUTURE HONEYCUTT ROAD REALIGNMENT PROJECT. THIS FEE-IN-LIEU WAS BASED ON A COST ESTIMATE TO UPGRADE THE TEMPORARY TRAFFIC SIGNALS TO PERMANENT TRAFFIC SIGNALS WITH MONOCURVE MAJOR ARMS.

NOTES:

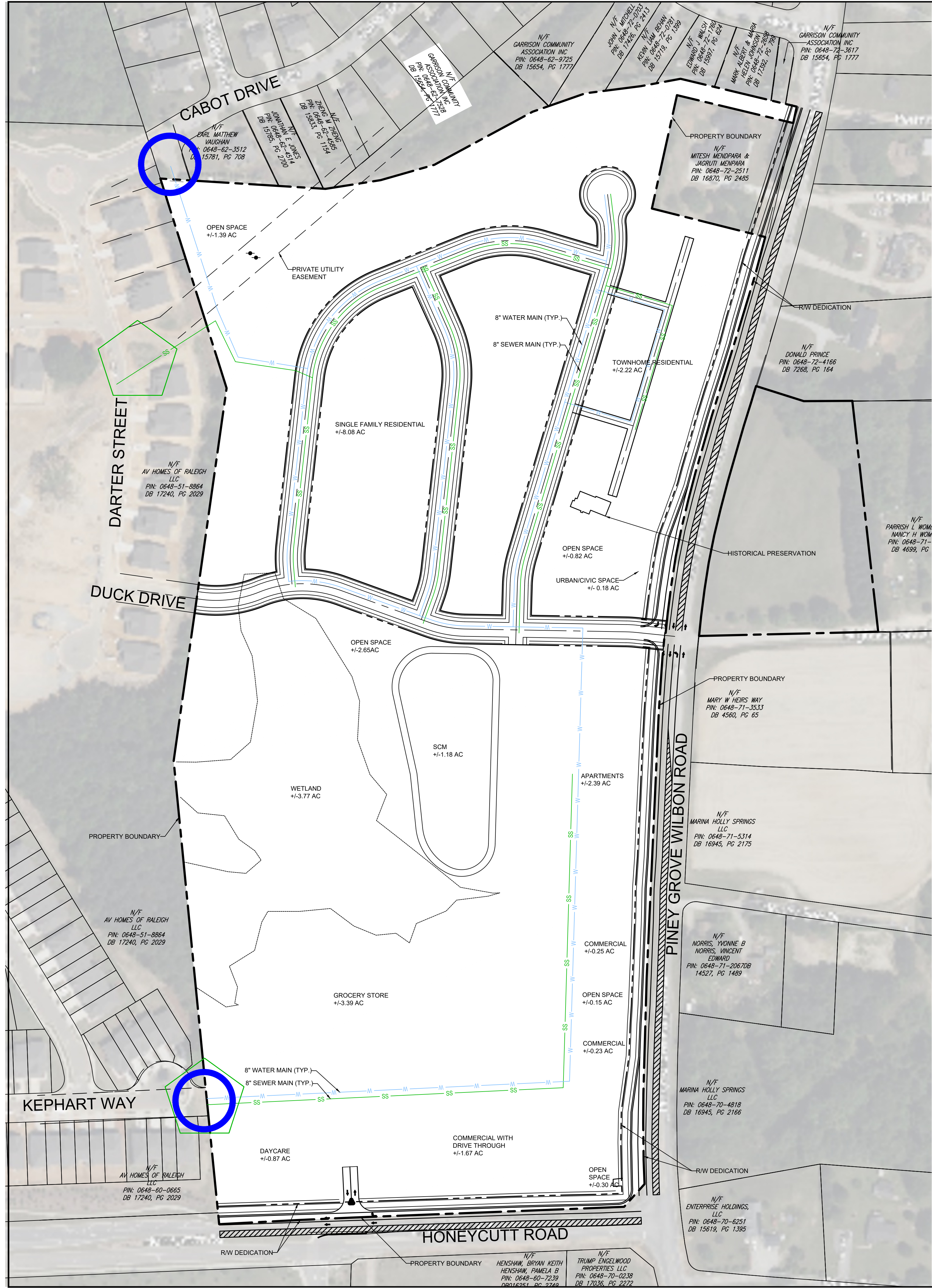
- SIDEWALK WILL BE 10' WIDE INSTEAD OF 5' AND 8' AS SHOWN ON THE CROSS SECTION ALONG THE THOROUGHFARE AND SIDE OF SIDEWALK COINCIDES WITH THE ROW LINE.
- PINEY GROVE WILBON ROAD CROSS SECTION VARIES.

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HOLLY SPRINGS
North Carolina

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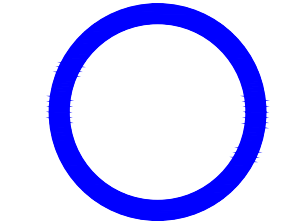
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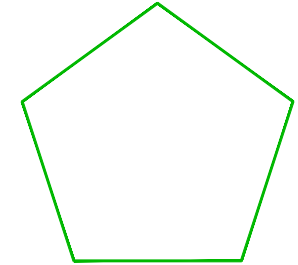
POSSIBLE PROPOSED SEWER LINE (8")

W

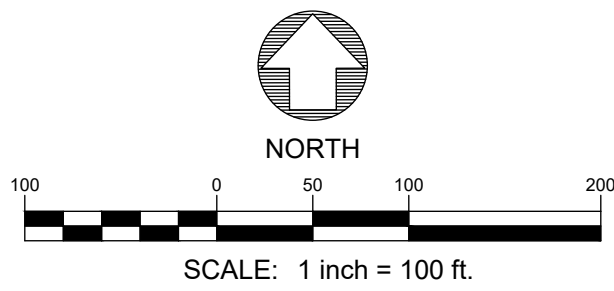
POSSIBLE PROPOSED WATER LINE (8")



PROPOSED WATER LINE CONNECTIONS (EXISTING 8" DIP)



PROPOSED SEWER TIE IN LOCATION (EXISTING 8")



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UTILITY PLAN

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919-230-8177

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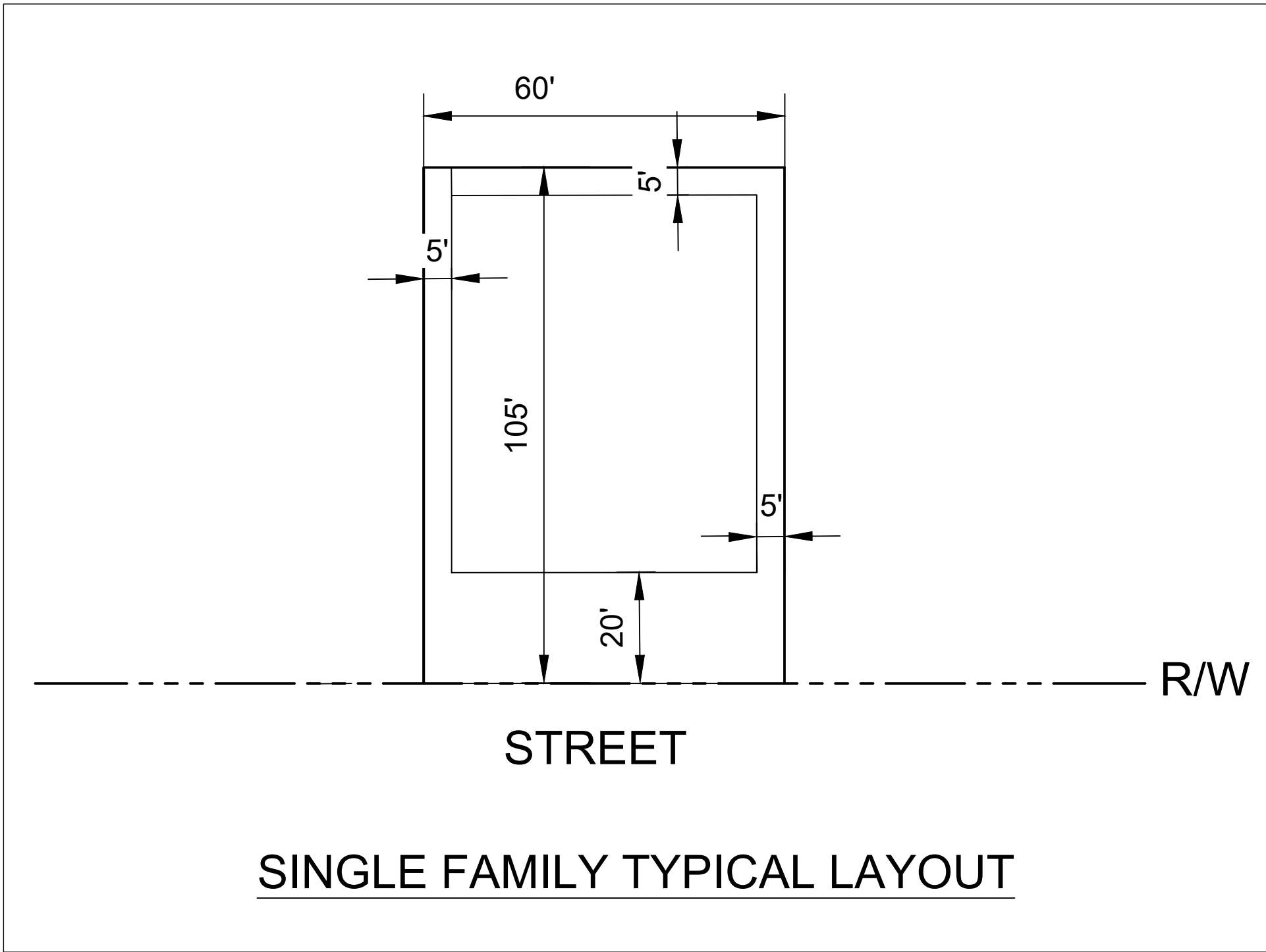
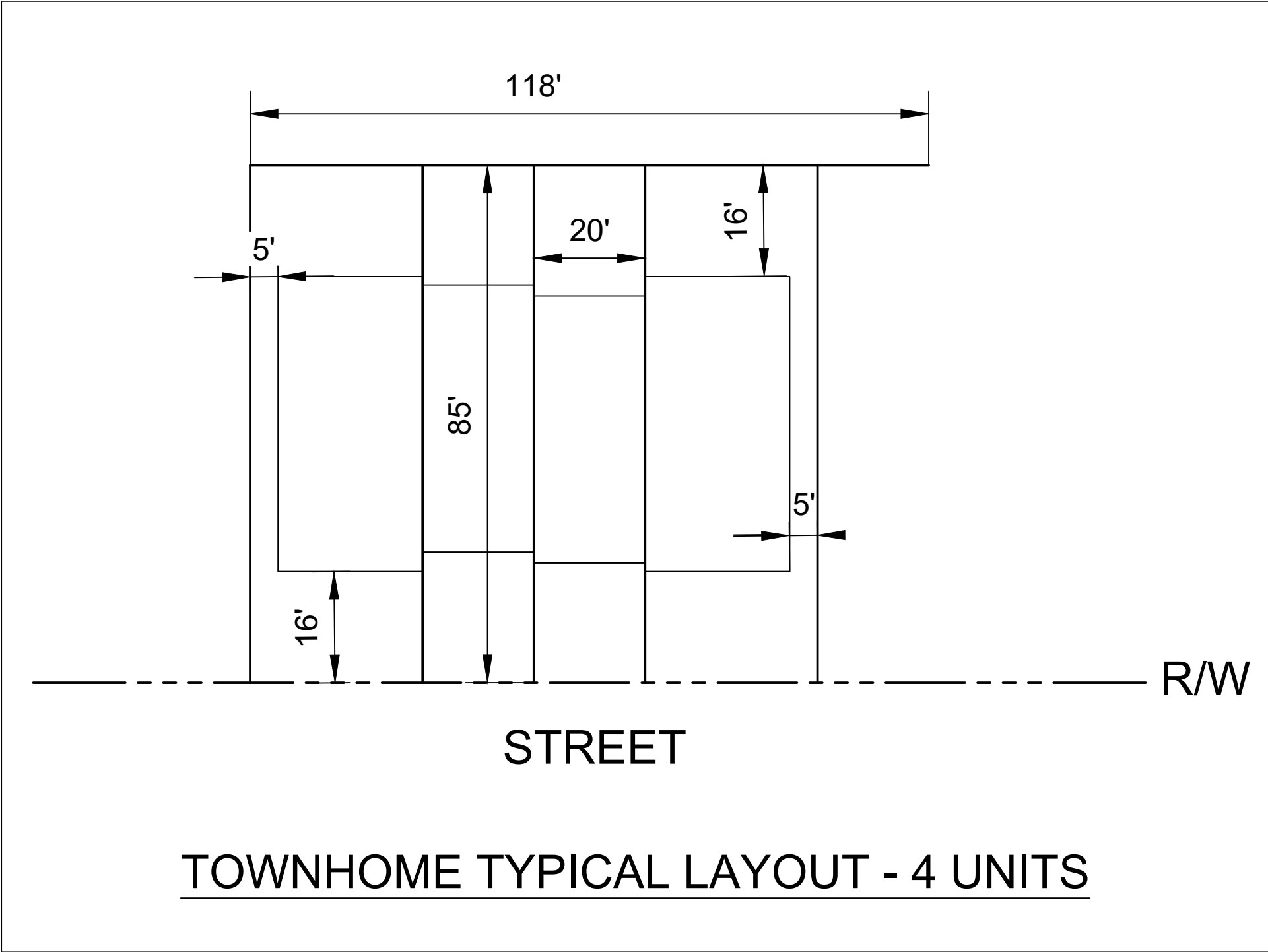
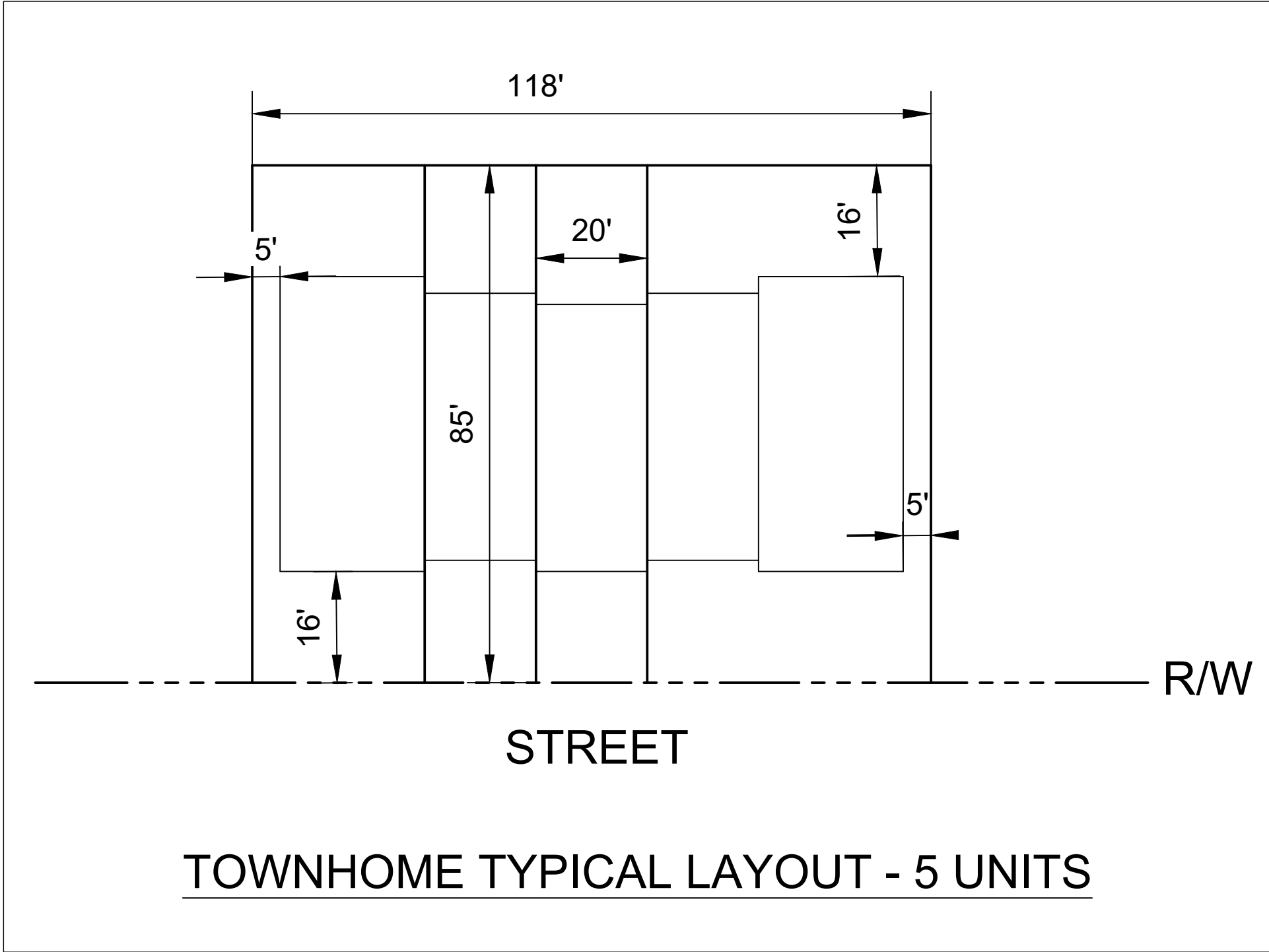
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North Carolina

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DESIGNED: ASG	RELEASE: PRELIMINARY

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C-3.0

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DENSITY			
SITE ACREAGE SINGLE FAMILY TOWNHOMES APARTMENTS			
36.01	44	38	66
TOTAL UNITS			
148			
DENSITY			
4.11			

NOTES:

- BUILDING SETBACKS ADJACENT TO RR/SR/NR DISTRICTS MUST BE 20' MIN.
- BUILDING HEIGHTS MUST BE BETWEEN 20' MIN. AND 45' MAX.

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HOLLY SPRINGS
North Carolina

PINEY GROVE WILBON
HOLLY SPRINGS, NC, 27540
PIN:0648-61-7643 ; REAL ESTATE ID: 0089605

LOT TYPICALS

REV	DATE	DESCRIPTION	INIT

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